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#### FINAL ENVIRONMENTAL IMPACT REPORT

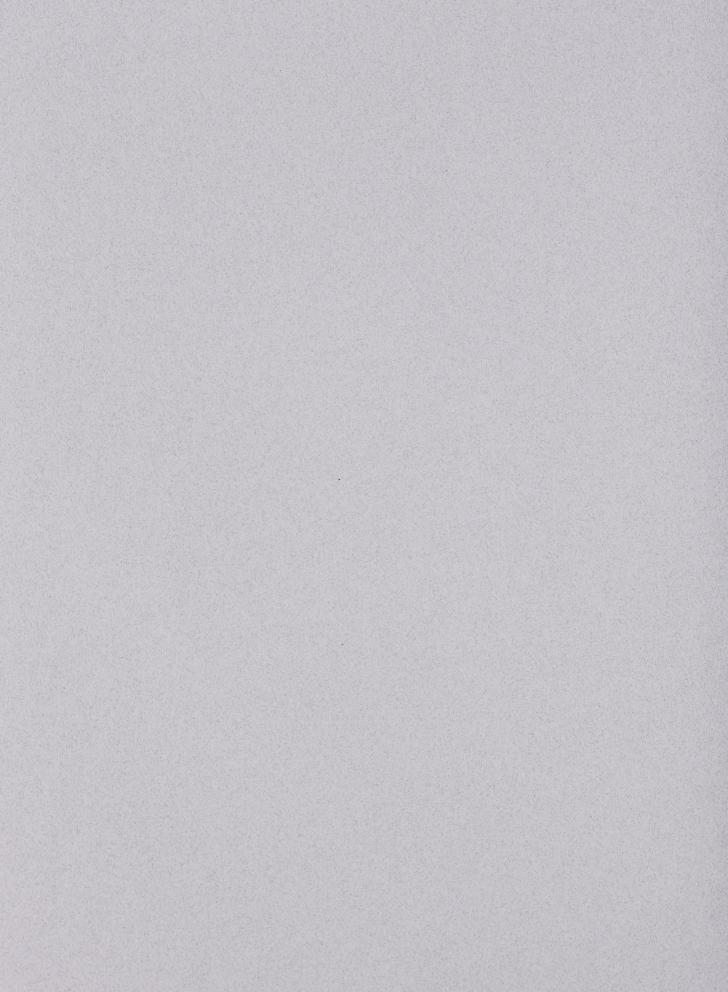
VOLUME 2
REVISED APPENDIX D:
DOUGHERTY VALLEY SPECIFIC PLAN TRAFFIC STUDY

DOUGHERTY VALLEY GENERAL PLAN AMENDMENT, SPECIFIC PLAN, AND RELATED PROJECTS

**COUNTY FILE #2-91-SR** 

SCH #91053014

November 1992



### Final Environmental Impact Report

# Volume 2 Revised Appendix D: Dougherty Valley Specific Plan Traffic Study

Dougherty Valley General Plan Amendment, Specific Plan, and Related Actions

County File #2-91-SR

State Clearinghouse #91053014

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### Appendix D. Circulation

### Appendix D-1. Dougherty Valley Specific Plan Traffic Study

## Dougherty Valley Specific Plan Traffic Study

In

Contra Costa County

Final Report

June 4, 1992

Revised October 29, 1992

TJKM Transportation Consultants 4637 Chabot Drive, Suite 214 Pleasanton, CA 94588-2754

> (510) 463-0611 (510) 463-3690 fax

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#### **Introduction and Summary**

#### Introduction

This report presents the transportation analysis for the Dougherty Valley Specific Plan that is under environmental review by the Contra Costa County Community Development Department. The Specific Plan area includes 5,800 acres of land located along the southern County boundary just east of the City of San Ramon. The latest composition of the Specific Plan analyzed in this study consisted of 11,000 residential units along with commercial services, schools, parks and recreation areas to serve the Dougherty Valley community. Two of the Tri-Valley's major employment centers, Bishop Ranch and Hacienda Business Park, are located within two to three miles of this site. A significant portion of the Dougherty Valley residents are expected to be employed at these centers which will help to reduce the journey-to-work travel in and out of the Tri-Valley.

The traffic and transportation analysis considers future circulation conditions in years 2000 and 2010 on the local and regional street, highway and transit systems. A separate Cumulative analysis is made for an unspecified period beyond year 2010 when the local City and County General Plans are built out, and other proposed developments beyond General Plans in the Tri-Valley are completed.

Future traffic forecasts were made with the assistance of a computerized traffic model that represents travel patterns within the Tri-Valley area, and these future volumes were analyzed to determine the future performance levels of the transportation system. Any transportation services or portions thereof that can be expected to fall below the accepted performance levels in a particular jurisdiction are culled out as potential impacts, and reasonable mitigation measures are recommended to eliminate or minimize all significant impacts.

#### Summary

Planned roadway and highway improvements in the Tri-Valley area that are scheduled to be implemented by the time the Dougherty Valley Specific Plan is fully developed (2010) will adequately serve planned growth including the Dougherty Valley during the average weekday in most cases. However, the forecasted peak hour demands do exceed planned capacities at several locations within the system, most notably on freeway segments and many study intersections. The impact of the proposed Dougherty Valley project represents one component of the future poor service conditions. Other planned growth, both within and in addition to existing General Plans, contribute substantially to future travel impacts.

This study recommends mitigation measures to provide adequate daily and peak hour travel conditions within the study area to serve the future traffic demands. The mitigation measures address possible physical improvements to the system, and also suggest methods for reducing travel demands from the proposed project and within the Tri-Valley area. These recommendations should be integrated with the forthcoming findings of the Tri-Valley Transportation Council Action Plan study (schedule to be completed in 1992).

The mitigation measures are separated into the following three categories:

- <u>No Project Mitigations</u> A substantial portion of the mitigation measures are attributable to planned growth in the Tri-Valley <u>without</u> the proposed project. The No Project mitigations should be implemented by the responsible planning agency on a fair share basis during project review.
- <u>Project Mitigations</u> The added increment of travel demand associated with the proposed Dougherty Valley project are identified as the responsibility of the applicant.
- Regional Mitigations Regional solutions to reducing automobile travel demand will
  provide relief for the freeway corridors and major arterials. These mitigations could be
  implemented by one or several (jointly) of the following regional transportation agencies
  including the Tri-Valley Transportation Council, Contra Costa Transportation Authority,
  Alameda County Congestion Management and the Metropolitan Transportation
  Commission.

#### No Project Mitigations

Proposed or planned growth in the Tri-Valley other than Dougherty Valley will cause traffic volumes to exceed the capacity of the future freeway and arterial roadway system at several locations during peak hours. Additional measures will be needed to provide acceptable traffic and transportation service. The following No Project mitigation improvements may be included in a future regional mitigation fee program (under review by the TVTC).

- Interstate 580 The ultimate widening of this facility to ten lanes between Vasco Road and I-680 is planned by Caltrans, but no funding source is identified for this major improvement. Regional participation in the widening project may be required.
- Crow Canyon Road Contribute to the improvement of Crow Canyon Road to a six-lane arterial between Dougherty Road and Camino Tassajara.
- *Dougherty Road* Contribute to the improvement of Dougherty Road to a six-lane arterial between Old Ranch Road and Dublin Boulevard.
- Dublin Boulevard Contribute to the easterly extension of Dublin Boulevard from the Southern Pacific Railroad right-of-way in Dublin to Airway Boulevard in Livermore.
- Fallon Road Contribute to the northerly extension of Fallon Road to intersect Tassajara Road just south of the County line.
- Stoneridge Drive Contribute to the easterly extension of Stoneridge Drive to Jack London Boulevard in Livermore.
- Tassajara Road Contribute to the improvement of Tassajara Road to a six-lane arterial between Fallon Road and Dublin Boulevard.

• In addition, several intersection improvements within the study area are identified in the Mitigations section (see Table XVIII and XIX).

#### Project Mitigations

Several project mitigation measures were identified to provide for additional off-site street capacity, and to reduce the project demand for off-site automobile travel. The proposed on-site circulation plan (PBR, December 1991) provides for several important features that should be maintained to reduce automobile travel and to encourage bicycles and pedestrian travel. These features include:

- An integrated bicycle path and sidewalk plan along all arterial and collector streets.
- Park and ride lots at convenient intervals along Dougherty Road and Bollinger Canyon Road.
- Street cross-sections along Bollinger Canyon and portions of Dougherty Road that include right-of-way for a possible light rail transit extension.
- Plans to extend public transit service to provide alternative means of access within Dougherty Valley and to major off-site destinations.
- A transit center near the Village Center to encourage use of bus and/or rail facilities.

#### On-Site Mitigations

The on-site plans and policies for circulation and land use should be revised or amended to consider the following mitigation measures. Two of the mitigations relate to providing coordinated land use and transportation planning between the Dougherty Valley and the adjacent Tassajara Valley areas. Strategic planning of these two new areas together will help to lessen the demand for travel on existing roadways within the surrounding communities.

- Provide commercial and service facilities that will serve the Dougherty Valley and the adjacent Tassajara Valley communities.
- Consider augmenting on-site roadways to provide more direct access between the
  Dougherty Valley and the adjacent Tassajara Valley plan areas. Possible alternatives
  include the southerly extension of Lawrence Road, or a new east-west collector road
  between Tassajara Road and East Branch Road.
- Provide information coordination services for alternative transportation including public transit, rail, and ridesharing. A Transportation Demand Management coordinator could be located in a small central office near the Village Center.
- Provide phased roadway improvements according to the Dougherty Valley Specific Plan (PBR, December 1991) to serve phased growth of the area.
- Plan for traffic signals at all study intersections on-site. This includes major intersections along Dougherty Road, Bollinger Canyon Road, and Windemere Parkway.

#### Off-Site Mitigations

The off-site mitigation measures include the following roadway improvements which are in addition to the proposed circulation plan. It will be important to assess the fair share portion of these roadway widening improvements for Dougherty Valley in the context of other planned growth in this area. The following Project mitigation improvements may be included in a future regional mitigation fee program (under review by the TVTC).

- Crow Canyon Road Contribute to the improvement of Crow Canyon Road to a six-lane arterial between Dougherty Road and Camino Tassajara. The need for improvements on Crow Canyon Road may be obviated if an additional connector road between the Dougherty Valley and the Tassajara Valley is provided as recommended in the On-Site mitigations.
- *Dougherty Road* Contribute to the improvement of Dougherty Road to a six-lane arterial between Old Ranch Road and Dublin Boulevard.
- Tassajara Road Contribute to the improvement of Tassajara Road to a six-lane arterial between Fallon Road and Dublin Boulevard.
- In addition, several intersection improvements are identified in the Mitigations section (see Table XVIII, XX and XXI) that will provide adequate service to the Dougherty Valley project.

Implementation of the recommended Project mitigation measures will reduce impacts to a level of insignificance.

#### Regional Mitigations

Future year freeway operations studies indicates excessive travel demands during peak hours on both the I-580 and I-680 corridors. A multi-jurisdictional approach to these transportation problems could include the following measures:

- Continue to pursue plans to enhance future transit service in the Tri-Valley area. Key elements of the regional transit effort include provision for a rail system between areas north of the site (i.e. Walnut Creek and Concord) and future Dublin BART stations; feeder bus service to key light rail junctions, and integrating local bus service across jurisdictional boundaries.
- Promote plans for alternative transportation corridors that will relieve excessive future travel demands on I-580 and I-680. Current alternatives include upgrading of Route 84 through Livermore to freeway standards, and the construction of the mid-state tollway.
- Adopt plans to enhance the capacity of freeway corridors. Possible TSM measures include ramp metering, and High Occupancy Vehicle lanes.
- Establish regional land use plans that seek to lessen the demand for travel into and out of and through the Tri-Valley transportation system.

#### **Description of Proposed Development**

The Dougherty Valley is located east of the City of San Ramon and north of the Alameda County line approximately two miles from regional freeways (see Figure 1). It includes land on both sides of Dougherty Road, from Camp Parks on the south to near the Crow Canyon and Dougherty Road intersection on the north. The Dougherty Valley is centrally located within the Tri-Valley sub-region. It is within a mile and a half of both Bishop Ranch and Hacienda Business Park. It is situated between developed areas in San Ramon to the west, developing areas in East Dublin to the south, the Sycamore Valley and West Branch developments in the City of San Ramon and the Town of Danville to the north.

The Dougherty Valley Specific Plan area encompasses 5,800 acres that are currently designated for agriculture and open space in the Contra Costa County General Plan. The proposed Specific Plan envisions a mix of housing types with supporting commercial, educational, and recreational facilities to create a new community that will be phased over the next 15 to 20 years. The Specific Plan land development categories summarized in Table I below illustrate the variety of land uses proposed for the Dougherty Valley and also show the maximum amounts permitted in each category. If the plan considered in this study is fully developed, there would be a total of 11,000 residential dwelling units.

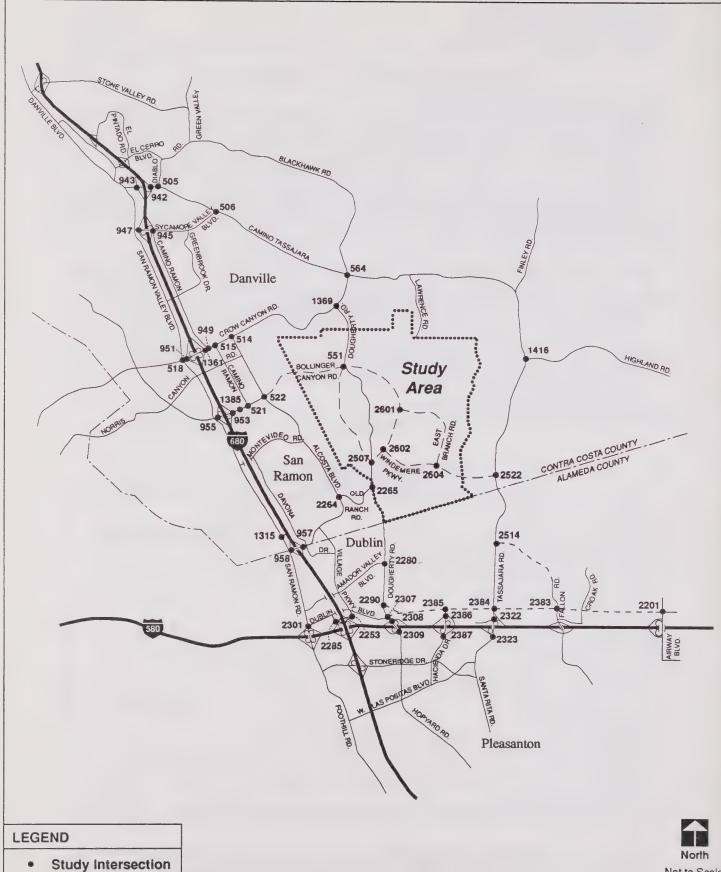
Table I

Dougherty Valley Specific Plan
Land Use Summary

Land Use Description	Dwelling Units	Acres
Single Family Residential	4,923	1,369
Multi Family Residential	6,077	772
Mixed Use (Office, Retail)		33
Commercial		14
Schools		120
Churches		12
Golf		155
Parks and Recreation		280
Open Space		1,970
Camp Parks		915
Major Roadways		166
Total	11,000	5,806

Source: PBR, October 22, 1991 Land Use Plan

Previous studies conducted by the City of San Ramon (*Dougherty Valley Specific Plan Draft EIR*, 1991) have evaluated a range of residential development within the Dougherty Valley from 3,500 to 13,000 units including an 11,000 unit alternative.



Not to Scale

Dougherty Valley Traffic Study

Study Area



**FIGURE** 

#### **Existing Conditions**

The transportation of the Dougherty Valley Specific Plan focus on the regional access to the Dougherty Valley area and internal circulation within Dougherty Valley. This section describes the existing roads and highways in the study area (Figure 1), the current traffic volumes and system performance levels, the existing transit system.

#### Freeway System

The Dougherty Valley is located approximately two miles from the regional freeway system. The freeway system will provide regional service to the Dougherty Valley. The two area freeways are Interstate 580 (I-580) and Interstate 680 (I-680). Access to and from Dougherty Valley will rely on arterial routes for local trips and access to freeways. It is expected that the serviceability of the street system will be tested most keenly where the arterial routes connect to the freeway system at interchanges within the study area. Recent traffic counts on study area freeways and streets are shown in Figures 2 for the regional area.

#### Interstate 580

Interstate 580 is an eight-lane freeway running east-west about two miles south of the Dougherty Valley. To the east, I-580 connects to eastern Alameda County including Dublin, Pleasanton, Livermore, and further east it enters San Joaquin County. To the west, I-580 connects Hayward, San Leandro and the East Bay core area.

Housing and employment growth in the Tri-Valley during the 1980's has changed freeway conditions from relatively free-flow operation to somewhat congested operation during peak periods. On I-580 in particular, an additional effect has been observed from the rapid housing growth in the San Joaquin Valley that serves commuters to the Tri-Valley, Santa Clara County and the East Bay area. A historical traffic volume growth comparison over the last six years (see Table II) shows that traffic volumes on I-580 west of I-680 increased by a dramatic 61 percent between 1984 and 1990, from 87,000 to 140,000 daily vehicles. The average annual growth rate for that period is 7 to 9 percent along this section of I-580.

Recent improvements to I-580 in the past several years have helped to better serve the growing traffic volumes in this corridor. The interchanges at Hopyard Road and Santa Rita Road have been reconstructed, and a new interchange was completed at Hacienda Drive which serves the Hacienda Business Park to the south and the future East Dublin BART station to the north. As part of these projects, auxiliary lanes were constructed between I-680 and Santa Rita Road which enhances the vehicle weaving maneuvers on and off of the freeway ramps. Auxiliary lanes effectively expand the weaving area between interchanges, but they do not add capacity to the mainline. The I-580 interchange with I-680, which has been a key bottleneck for freeway travel in the Tri-Valley area for several years, was significantly improved by the construction of a two-lane connector ramp from westbound I-580 to northbound I-680, and the reconstruction of the northbound I-680 ramp to I-580 eastbound.

Existing peak period congestion on I-580 typically occurs for eastbound travel in the afternoon in Pleasanton in the area of Hopyard Road and Santa Rita Road because of the heavy merging

traffic volumes. Eastbound congestion is typically high on Friday afternoons when recreational travel out of town to the Sierra and Reno add to regular commute traffic.

#### Interstate 680

Interstate 680 is a six-lane freeway running north-south about two miles west of Dougherty Valley. To the north, I-680 connects to central Contra Costa County and Solano County, while it serves Dublin, Pleasanton, Fremont, and Santa Clara County to the south.

As discussed above, the key bottleneck for freeway travel in the Tri-Valley area for several years has the been interchange between I-580 and I-680. The remaining traffic movement that suffers from peak period congestion at this location is the loop ramp which connects I-680 from the north with I-580 to the east. Congestion at this ramp can cause southbound traffic on I-680 to back up for a mile to Alcosta Boulevard. The recently completed Stoneridge Drive interchange partially relieved the problem by providing an alternative route for north Pleasanton traffic. Interstate 680 also becomes congested within Danville, and north of Stone Valley Road through the State Route 24 interchange in Walnut Creek.

Traffic volumes on I-680 north of Alcosta Boulevard increased from 70,000 daily vehicles in 1984 to 109,000 daily vehicles in 1990, an increase of 56 percent (or 8 percent annually) as noted in Table II below. Similar growth has been experienced on other sections of I-680 within the study area.

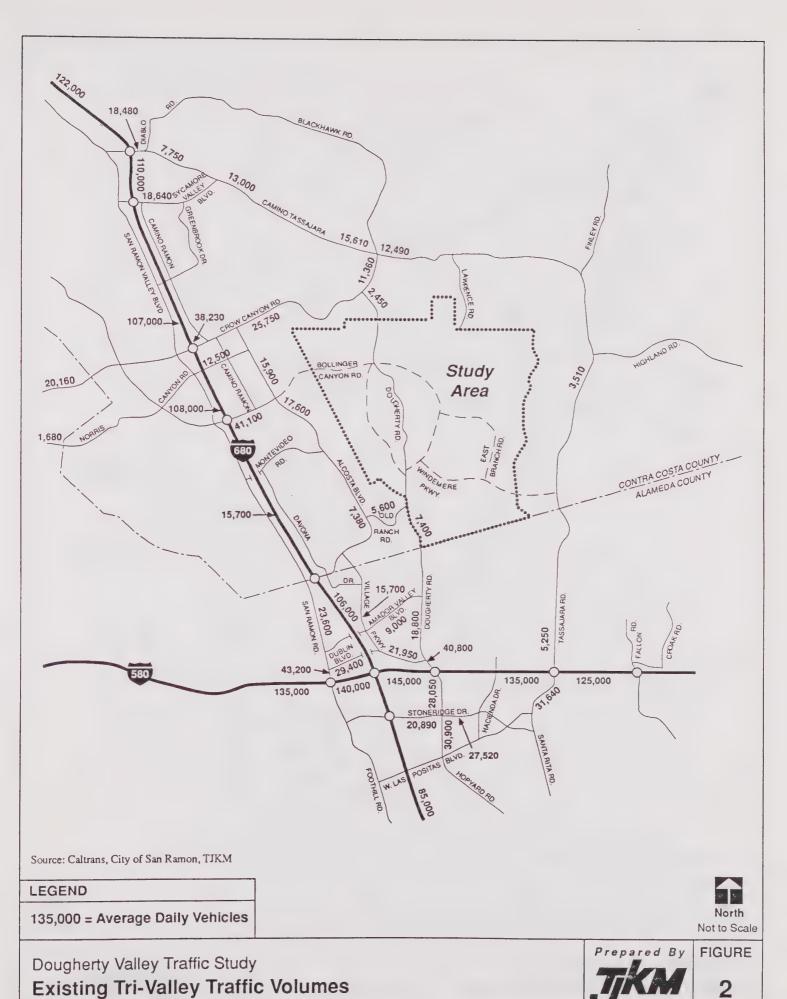
Table II

Historical Freeway Volume Growth in Tri-Valley Area

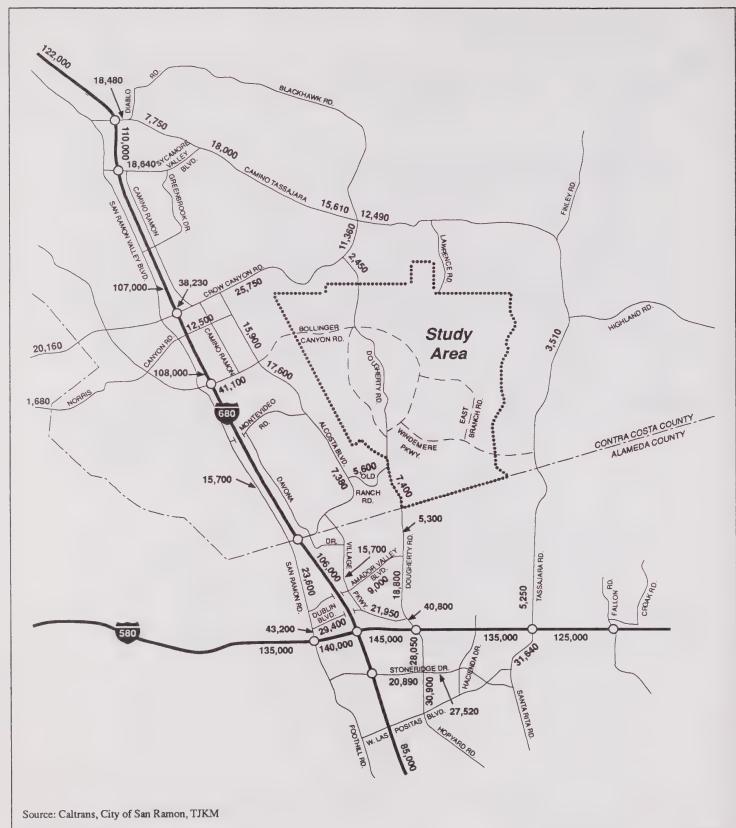
Location	1984	1990	Percent Change					
Location	1904	1990	Total	Annual				
Interstate 580 West Of								
San Ramon Road	82,000	135,000	65	9				
Interstate 680	87,000	140,000	61	8				
Dougherty Road	95,000	145,000	53	7				
Tassajara Road	104,000	135,000	30	4				
Interstate 680 North of								
Stoneridge Drive	58,000	85,000	47	7				
Interstate 580	69,000	101,000	46	7				
Alcosta Boulevard	70,000	109,000	56	8				
Crow Canyon Road	88,000	107,000	22	3				
Sycamore Valley Road	96,000	110,000	15	2				

Source: 1984 and 1990 Traffic Volumes on California State Highways.

There are several freeway interchanges which will provide direct or indirect access to the routes serving the Dougherty Valley. These include the Diablo Road and Sycamore Valley Road interchanges on I-680 in Danville; the Crow Canyon Road, Bollinger Canyon Road, and Alcosta Boulevard interchanges on I-680 in San Ramon; and the Dougherty Road, Hacienda Drive, Tassajara Road and Fallon Road interchanges on I-580.



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**LEGEND** 

135,000 = Average Daily Vehicles

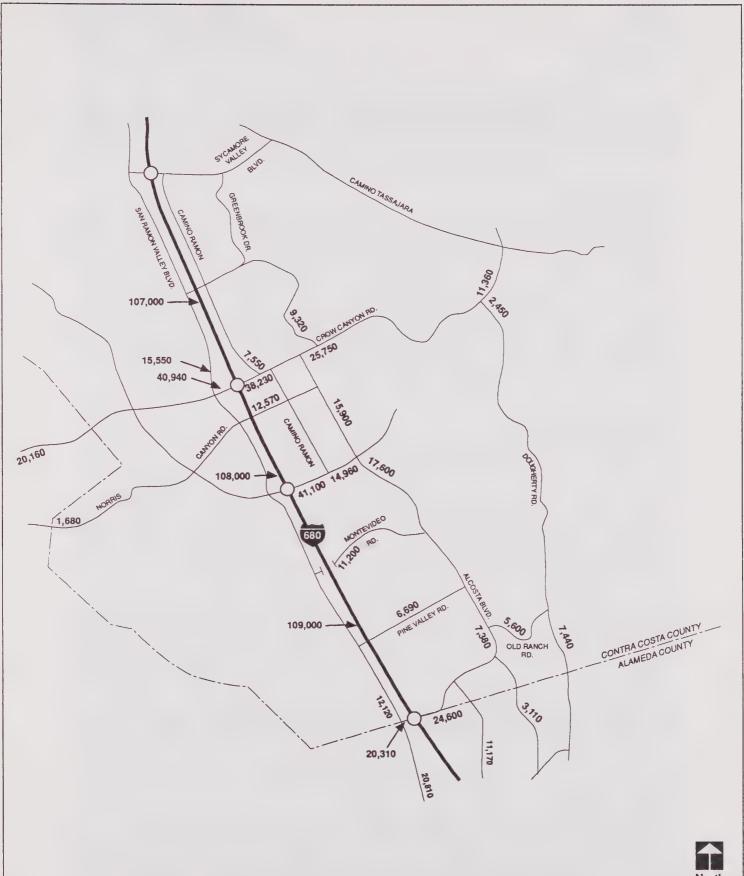
North Not to Scale

Dougherty Valley Traffic Study

1990 Tri-Valley Traffic Volumes



FIGURE





Dougherty Valley Traffic Study

**Existing Dougherty Valley Traffic Volumes** 



FIGURE

2B

#### Street System

Dougherty Valley residents will rely on local arterial roads to travel to and from the regional freeways and other developed areas. The most important access routes will be Bollinger Canyon Road for destinations to the west and north and Dougherty Road and Tassajara Road for destinations to the south and east.

#### Alcosta Boulevard

Alcosta Boulevard is a four-lane arterial roadway from Crow Canyon Road to San Ramon Valley Boulevard in the southern portion of San Ramon. This roadway serves as a collector route for Bishop Ranch and residential areas east of I-680 in San Ramon, providing a direct connection with I-680 to the north of the I-580/I-680 Interchange. Currently, Alcosta Boulevard carriers nearly 8,000 vehicles per day near Old Ranch Road with over 24,000 vehicles near the I-680 interchange.

Traffic is expected to increase at the Alcosta Boulevard/I-680 Interchange in the future, as it serves future development in the southern San Ramon and Westside areas. The City of San Ramon has initiated a Project Study Report, in cooperation with Caltrans, to identify possible improvements to the Alcosta Boulevard interchange.

#### Bollinger Canyon Road

Bollinger Canyon Road is an arterial which extends from the northwest corner of San Ramon to its eastern terminus point in the Canyon Lakes area near the western edge of Dougherty Valley. It provides direct freeway access for the southern portions of Bishop Ranch and Canyon Lakes. The San Ramon General Plan indicates that Bollinger Canyon Road will be extended as a four or six lane arterial to connect with Dougherty Road. When extended, Bollinger Canyon Road will provide the most direct access between Dougherty Valley and I-680, as well as Bishop Ranch. Since Bollinger Canyon Road is also a primary freeway access route for Bishop Ranch, about 41,100 vehicles per day use this road east of the I-680 freeway interchange.

Bollinger Canyon Road is currently designed to accommodate six through lanes plus turn lanes west of Alcosta Boulevard, increasing to eight through lanes near the I-680 freeway interchange. There are four lanes on Bollinger Canyon Road east of Alcosta Boulevard to Canyon Lakes Drive. There are several physical constraints to widening Bollinger Canyon Road beyond the current four lanes east of Alcosta Boulevard. These constraints include a large fountain on the southeast comer of the Alcosta Boulevard and Bollinger Canyon Road intersection, an overpass for golf carts which crosses Bollinger Canyon Road approximately 1,800 feet east of Alcosta Boulevard, extensive landscaping along the roadway, and structures at the intersection with Canyon Lakes Drive.

#### Camino Ramon

Camino Ramon is a four lane, north-south collector roadway running between Bollinger Canyon Road and Fostoria Way in San Ramon. This roadway serves the businesses in the Bishop Ranch Park area in San Ramon and distributes traffic onto Bollinger Canyon Road and Crow Canyon Road. North of Fostoria Way, Camino Ramon serves as a local roadway for residential areas in Danville.

#### Camino Tassajara

Camino Tassajara is an arterial extending from Diablo Road to Crow Canyon Road in Danville and continues east through the Tassajara Valley. South of the county line, Camino Tassajara becomes Tassajara Road. Camino Tassajara provide connections to I-680 via Sycamore Valley Road and Diablo Road. Travel between Dougherty Valley and the Danville/Alamo area will most likely be from Dougherty Road and Crow Canyon Road to Camino Tassajara.

Camino Tassajara currently has four lanes over most if its length between Sycamore Valley Road and Lawrence Road, and two lanes through the Tassajara Valley. The highest volumes on Camino Tassajara are west of Crow Canyon Road where it carries over 15,000 vehicles per day.

#### Crow Canyon Road

Crow Canyon Road is a major east-west arterial running from I-580 in Castro Valley to Camino Tassajara in Danville. It provides a direct route from the study area to I-680 as does Bollinger Canyon Road and serves as the primary route to the commercial areas near the I-680/Crow Canyon interchange.

Crow Canyon Road carries high traffic volumes (over 40,000 daily vehicles) due to its direct connection with I-680, intense development along the corridor and access roads to Danville. Improvements at the Crow Canyon Road interchange were completed in 1990. The improvements have consolidated the freeway off-ramps and increased the capacity of this interchange.

#### Dougherty Road

Dougherty Road is a north-south arterial which extends from I-580 in Dublin to Crow Canyon Road in San Ramon, and it is currently the only road through the Dougherty Valley, carrying over 6,000 vehicles per day south of Old Ranch Road. In the vicinity of Dougherty Valley, the road is two lanes in poor condition between Old Ranch Road and the recently widened section just south of Crow Canyon Road. Dougherty Road provides the most direct access between Dougherty Valley and I-580, as well as the Hacienda Business Park and the City of Pleasanton. Dougherty Road is one of two freeway accesses from I-580 to the commercial areas along Dublin Boulevard, and it has correspondingly high traffic volumes on the section between Dublin Boulevard and I-580 (38,700 vehicles per day).

Dougherty Road is generally planned to be widened to a six lane facility. The Contra Costa County General Plan shows that Dougherty Road is designated as an expressway facility. The San Ramon General Plan indicates that Dougherty Road will be rebuilt as a four-lane facility, with right-of-way reserved for potential widening to six lanes. It was recently widened in San Ramon to four lanes south of Old Ranch Road. The Dublin General Plan indicates that Dougherty Road is planned for six lanes. South of Old Ranch Road to Dublin Boulevard in Dublin, Dougherty Road has been widened and restriped to four lanes. Further widening to six lanes will require negotiations with the Federal government to secure right-of-way in the area of Camp Parks.

Dougherty Road changes names to Hopyard Road south of I-580 in Pleasanton which is a six lane arterial road that carries about 31,000 vehicles per day. Alternative freeway access from Hopyard Road is available to I-680 via Stoneridge Drive.

#### Dublin Boulevard

Dublin Boulevard is a major east-west arterial in Dublin connecting from San Ramon Road to Dougherty Road. Scarlett Court is a two-lane extension of Dublin Boulevard to the east of Dougherty Road serving local businesses up to the Southern Pacific Railroad right-of-way. Dublin Boulevard serves as the most direct access road to I-580 and I-680 for businesses located along this arterial. Access to I-580 is provided from Dublin Boulevard via San Ramon Road and Dougherty Road. Dublin Boulevard is planned to be extended easterly to serve the East Dublin Specific Plan area with connections to Hacienda Drive and Tassajara Road near existing interchanges with I-580.

#### Old Ranch Road

Old Ranch Road is a four lane, east-west road which provides a connection between Dougherty Road and Alcosta Boulevard. This roadway primarily serves residential areas in San Ramon and north Dublin with a connection to I-680 via Alcosta Boulevard and would provide the most direct connection to I-680 for the southern portions of Dougherty Valley.

#### San Ramon Valley Boulevard

San Ramon Valley Boulevard is a four lane arterial running north-south, parallel to I-680, from Sycamore Valley Road in Danville to Alcosta Boulevard in San Ramon at the Contra Costa County and Alameda County line. South of Alcosta Boulevard, San Ramon Valley Boulevard becomes San Ramon Road and north of Sycamore Valley Road it becomes Danville Boulevard. San Ramon Valley Boulevard serves the areas on the west side of I-680 and provides an alternate route to I-680. It also provides direct access to I-580 in Dublin. North of Crow Canyon Road, this roadway carries about 15,000 vehicles per day.

#### Sycamore Valley Road

Sycamore Valley Road is a four lane east-west arterial extending from Camino Tassajara to San Ramon Valley Boulevard in Danville. This roadway provides direct access to I-680 for residential areas along Camino Tassajara, Sycamore Valley Road and San Ramon Valley Boulevard. Improvements at the Sycamore Valley Road interchange were completed in 1988. The improvements included widening the overpass from two to four lanes and the construction of sound wall.

#### Tassajara Road

Tassajara Road is the continuation of Camino Tassajara on the north and east sides of Dougherty Valley. It connects with Interstate 580 and continues as Santa Rita Road in Pleasanton south of I-580. Tassajara Road is currently a two-lane rural road over most of its length. Portions of Tassajara Road have been improved to four lane arterial standards in conjunction with new development east of Crow Canyon Road. Current planning by the City of Dublin for the East Dublin Specific Plan provides for a direct connection between Tassajara Road and an extension of Fallon Road south of the Alameda County line. Both Tassajara Road and the Fallon Road extension will provide four lanes each north of Dublin Boulevard.

#### Tri-Valley Transportation Agencies

The Dougherty Valley study area was defined to capture all street and roadways that may be significantly impacted by the proposed project. In doing so, the study area spans many jurisdictions and agency boundaries that have active transportation policies and programs that may be pertinent to the Dougherty Valley. The following brief summaries describe these agencies and their transportation programs that are relevant to this area.

#### Contra Costa Transportation Authority (CCTA)

Approved by Contra Costa County voters in 1987, Measure "C" provides for a 20-year sales tax funding for needed transportation facility improvements to support planned growth. Specific improvement projects are identified by Measure "C" including the BART extension to Antioch-Pittsburg and widening of I-680. Although annual allotments are provided to member cities for improvements, there is no provision for funding of major regional facilities other than was identified in the original legislation. More relevant to this project, the Growth Management Element of Measure "C" establishes a process for evaluating the effects of growth in addition to current General Plans (such as the Dougherty Valley) that crosses traditional agency boundaries, so that transportation services can be maintained above designated minimum levels.

A key strength of the Growth Management Element is its design to maintain accountability for impacts on traffic service related to proposed growth across City limits. The local CCTA planning area, referred to as SWAT for South West Area Transportation, includes representatives from the Town of Danville and the City of San Ramon. The SWAT members will be responsible for reviewing the sub-regional impacts of the Dougherty Valley proposal as to its compliance with the Growth Management Element.

The CCTA Growth Management Element is augmented by the State legislated mandate for locally based transportation and land use monitoring which is requires the development of a Congestion Management Plan (CMP) and bi-annual reports to the Metropolitan Transportation Commission. The primary intent of the CMP legislation is to improve and maintain regional mobility, and consequently the CMP plans are generally limited to regional facilities such as interstate freeways and highways. The CCTA is the designated CMP agency for Contra Costa County.

#### Alameda County Congestion Management Agency (CMA)

Measure "B" in Alameda County enacted a sales tax program to fund transportation improvements to meet existing and planned future transportation services needs. The CMA is the responsible agency for these funds, and is also the designated CMP agency for Alameda County.

#### Tri-Valley Transportation Council (TVTC)

The TVTC is comprised of representatives from Alameda County cities (Pleasanton, Dublin and Livermore) and Contra Costa County cities (San Ramon and Danville) to establish a joint body for overseeing transportation planning efforts within the Tri-Valley area. The TVTC in cooperation with the CCTA is currently conducting a transportation study of the Tri-Valley area to develop an Action Plan that will identify future transportation needs. If the Action Plan indicates that transportation improvements are needed in addition to those provided for in either

the CCTA or CMA programs, it is expected that a regional (Tri-Valley area) impact fee will be proposed to incrementally fund these improvements.

The Action Plan study will also examine future traffic conditions on major regional routes (referred to as *Routes of Regional Significance* in the CCTA program) to identify performance thresholds and recommend programs to improve forecasted poor system conditions. This is particularly relevant in considering future conditions on I-580, I-680 and Camino Tassajara.

#### **Intersection Operations**

Intersection performance during peak hours are described by the levels of service (LOS) which is used as a measure of an intersection's ability to accommodate conflicting traffic flows and ranges from "A" (excellent) to "F" (heavily congested). The LOS definitions for signalized intersections and unsignalized intersections are attached in Appendix A. The existing LOS at the study locations was determined for current (1991) peak hour volumes, traffic capacity and traffic control. Arterial roadway performance is often governed by conditions at major intersections.

#### Intersection Level of Service Methodology

The level of service calculations for signalized intersections are based on the procedures described in Contra Costa Transportation Authority (CCTA) Technical Procedures for Level of Service Analysis. This procedure uses a planning method of capacity calculation<sup>1</sup> with average capacities modified to match the local streets. The level of service evaluations for unsignalized intersections are based on procedures in the most recent *Highway Capacity Manual* <sup>2</sup>.

#### Intersection Significance Criteria

The Growth Management Element developed by the CCTA stipulates thresholds for the minimum desirable traffic service during peak hours for the majority of streets and roadways which are referred to as *Basic Routes*. The intersection LOS standards are keyed to General Plan land use areas as listed in Table III. The type of development existing or planned within the Tri-Valley study area fall into the suburban or urban land use categories. The minimum LOS criteria selected for this study is LOS D with a V/C ratio of 0.89 since it is at the lower range for Urban areas according to the CCTA scale.

The Growth Management Element allows jurisdictions to develop more restrictive LOS performance standards for inclusion in their General Plans.

Table III

CCTA Intersection LOS Standards

Land Use Area	Minimum Peak Hour Standard			
	V/C Ratio	LOS		
Rural	0.70 to 0.74	Low C		
Semi-Rural	0.75 to 0.79	High C		
Suburban	0.80 to 0.84	Low D		
Urban	0.85 to 0.89	High D		
Central Business District	0.90 to 0.94	Low E		

Source: Contra Costa Transportation Authority, Growth
Management Element

Several cities in the Tri-Valley have taken this approach including the Town of Danville (LOS D, 0.87 v/c ratio), and the Cities of San Ramon (LOS D, 0.90 v/c ratio) and Pleasanton (LOS D, 0.90 v/c ratio). The City of Dublin has not formally adopted its own LOS standard, but typically prefers a minimum LOS D condition.

Another category of transportation facility as defined in the CCTA's Growth Management Element is the *Route of Regional Significance* which primarily serves regional transportation demands as opposed to the local or community needs provided for by the Basic Routes. Within the study area, the Routes of Regional Significance are I-680 and Camino Tassajara.

State law requires the Congestion Management Agencies (CMA's) for Contra Costa and Alameda counties to adopt a Congestion Management Program (CMP) Network along with corresponding level of service standards for these facilities. These LOS standards supersede the performance standards which may be developed for Contra Costa's Routes of Regional Significance. Both I-580 and I-680 are included in the CMP networks for Alameda and Contra Costa counties. The LOS standard for I-580 is LOS E<sup>3</sup>. The performance standard for I-680 in Contra Costa is LOS E for the southbound lanes south of Bollinger Canyon Road, and LOS E for the northbound lanes south of Diablo Road. All other I-680 freeway segments in the study area have a LOS F performance standard. According to state law, violation of any LOS standard requires the adoption of a Deficiency Plan to address the LOS violation. Failure to prepare and adopt a Deficiency Plan would cause local jurisdictions affected by the LOS violations to loose a portion of their state gas tax subventions.

#### Intersection Conditions

All signalized intersections in the study area operate at LOS C or better during the a.m. peak hour (Table IV). During the p.m. peak hour, two locations operate at LOS D while the other locations operate at LOS C or better. The Alcosta Boulevard intersection with I-680 northbound ramps operates at LOS D in the p.m. peak hour, but also has moderate problems during the peak hour with eastbound Alcosta Boulevard left turn vehicles extending back past the short left turn storage pocket. This queue back-up problem has overlapping effects on adjacent intersections. The intersection of Dougherty Road and Dublin Boulevard also operates at LOS D.

Recent improvements completed at the I-580 interchange with Tassajara Road/Santa Rita Road have dramatically changed the peak hour conditions at this location so that they now operate at LOS B or better (contrary to conditions shown in Table IV). Also, the completion of the Hacienda Drive interchange with I-580 has improved peak hour conditions at the Hopyard Road interchange.

The three unsignalized intersections in the study area operate at LOS C or better during both peak hours (Table V). The intersection at Alcosta Boulevard and Old Ranch Road is controlled by a 3-way STOP sign, and operates satisfactorily in both peak hours. The other two locations are controlled by a 1-way STOP on the cross street approach. Current volumes at these locations do permit turning movements across conflicting traffic without significant delays.

Calculation work sheets for the existing intersection conditions are attached in Appendix B.

Table IV

Existing Intersection Conditions
Signalized Locations

Int.	North Cough Chapt Foot West Chapt		A.M. Peak		P.M. Peak	
No.	North-South Street	East-West Street	V/C	LOS	V/C	LOS
1	I-680 SB Off Ramp	Diablo Road	0.55	A	0.49	A
2	I-680 NB Off Ramp	Diablo Road	0.61	В	0.58	A
3	Camino Tassajara	Diablo Road	0.59	Α	0.53	A
4	I-680 SB On/Off Ramp	Sycamore Valley Road	0.45	Α	0.49	A
5	I-680 NB On/Off Ramp	Sycamore Valley Road	0.53	A	0.45	A
6	Sycamore Valley Road	Camino Tassajara	0.41	Α	0.35	A
7	Blackhawk Road	Camino Tassajara	0.36	Α	0.37	Α
9	I-680 SB Off Ramp	Crow Canyon Road	0.65	В	0.57	Α
10	I-680 NB Off Ramp	Crow Canyon Road	0.54	Α	0.42	A
11	Alcosta Boulevard	Crow Canyon Road	0.46	Α	0.61	В
12	Dougherty Road	Crow Canyon Road	0.20	Α	0.23	Α
13	I-680 SB Off Ramp	Bollinger Canyon Road	0.41	Α	0.76	С
14	I-680 NB Off Ramp	Bollinger Canyon Road	0.77	С	0.62	В
15	Camino Ramon	Bollinger Canyon Road	0.49	Α	0.42	Α
16	Alcosta Boulevard	Bollinger Canyon Road	0.51	Α	0.55	A
21	I-680 SB Off Ramp	Alcosta Boulevard	0.72	C	0.65	В
22	I-680 NB Off Ramp	Alcosta Boulevard	0.67	В	0.87	D
27	Dougherty Road	Dublin Boulevard	0.58	Α	0.84	D
28	Dougherty Road	I-580 WB Off Ramp	0.56	Α	0.68	В
29	Hopyard Road	I-580 EB Off Ramp	0.67	В	0.66	В
30ª	Tassajara Road	I-580 WB Off Ramp	0.76	С	0.56	Α
314	Santa Rita Road	I-580 EB Off Ramp	0.96	0.96 E		D

Notes:

LOS = Level of Service

V/C = Volume-to-Capacity ratio

Study locations numbered 17-20, 25 and 26 will be built as part of the planned roadway improvements. Study locations numbered 8, 23 and 24 are unsignalized (see Table V).

a. Recent improvements at Santa Rita Road interchange (No. 30 and 31) has improved peak conditions to LOS B or better.

Table V
Existing Intersection Conditions
Unsignalized Locations

Int.	North-South	East-West	Uncontrolled	A.M. Peak		P.M.	Peak
No.	Street	Street	Movement	RC	LOS	RC	LOS
8	Camino Tassajara	Highland Road	SB Left WB Left	960 449	A A	812 448	A A
23	Alcosta Boulevard	Old Ranch Road	3-Way STOP		Α		В
24	Dougherty Road	Old Ranch Road	NB Left EB Left	720 374	A B	679 274	A C

Notes:

LOS = Level of Service R.C. = Reserve Capacity

#### **Existing Transit**

There is no existing transit service to Dougherty Valley. Transit service in the Tri-Valley area is provided by two local transit agencies and BART express buses (Figure 3). The Central Contra Costa Transit Authority provides service in Contra Costa County, while the Livermore-Amador Valley Transit Authority provides service in Alameda County. Future transit service between Dougherty Valley and locations in Alameda County will cross existing service area boundaries.

#### Central Contra Costa Transit Authority

The Contra Costa County Transit Authority (CCCTA) provides local bus service in Danville and San Ramon with service concentrated along the I-680 corridor. The primary route in the corridor, Route 121, carries about 900 to 1,000 passengers per day<sup>4</sup>. The CCCTA service area does not extend south of the Contra Costa County line. Service between Dougherty Valley and Pleasanton is outside the normal CCCTA service area. However, CCCTA has recently coordinated an extension of service on Route 121 south of the County line to Stoneridge Mall in Pleasanton. This service extension outside the CCCTA service area required specific approval of the CCCTA board and the Livermore-Amador Valley Transit Authority. A similar coordination effort may allow for transit service extensions from Dougherty Valley south to future transit stations and employment sites in Alameda County.

#### Livermore-Amador Valley Transit Authority

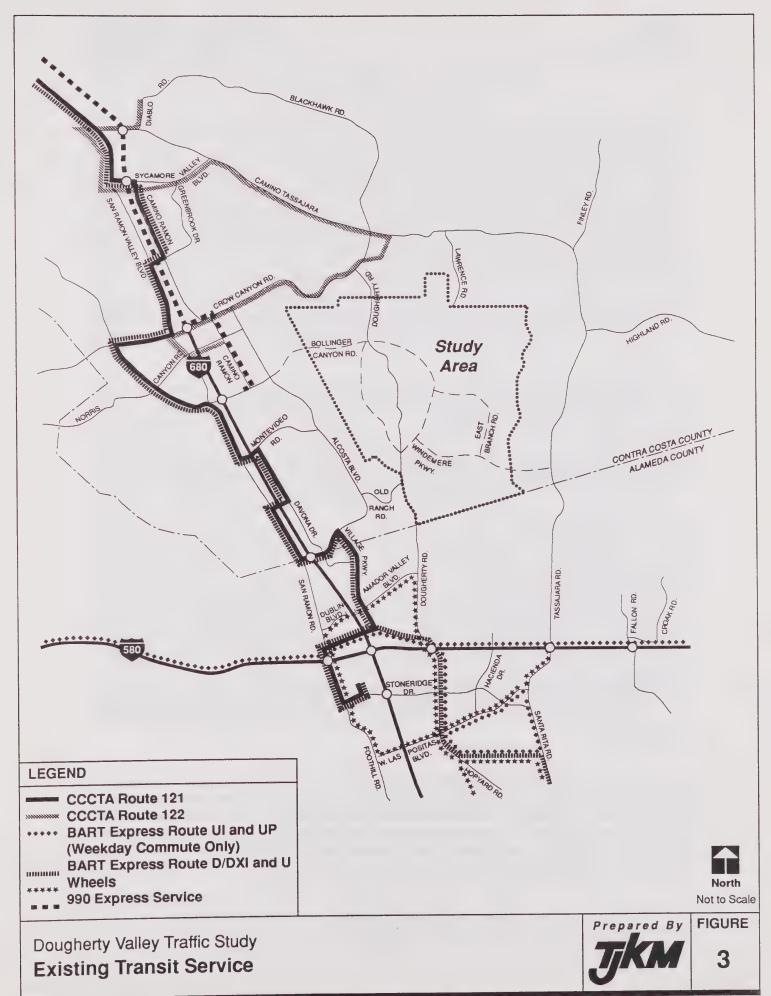
The Livermore-Amador Valley Transit Authority provides local bus service (known as WHEELS) in Dublin, Pleasanton, and Livermore. Service is currently provided on Dougherty Road as far north as Amador Valley Boulevard. The County line divides the service areas for CCCTA and WHEELS. Local transit service to the Hacienda Business Park area in Pleasanton is provided by WHEELS, and WHEELS would also provide local service to new stations on the BART extension to Dublin and Pleasanton.

#### **BART**

There are currently no BART rail stations in the Tri-Valley. The nearest BART service is the Concord line, which includes stations in Walnut Creek and Lafayette. According to passenger surveys presented in BART station access studies, Danville and San Ramon residents who use BART often drive to one of those stations and park their cars.

#### BART Express Bus

Express buses provide connections to BART stations. Express buses along the I-680 corridor provide service between the San Ramon and Danville areas and the Walnut Creek and Lafayette BART station. Express buses along the I-580 corridor provide service between Livermore, Dublin, and Pleasanton, and the Bayfair (San Leandro) and Hayward BART stations.



#### **Description of Study Scenarios**

#### Traffic Model Scenarios

Future year transportation conditions were evaluated for six scenarios based on reasonably projected regional land development and planned or programmed highway and transit improvements. Land use projections for years 2000, 2010 and buildout of the surrounding Tri-Valley area are based on current general plans and pending general plan amendments. Highway and transit system improvements were compiled for years 2000, 2010 and buildout. The six study scenarios analyzed using the traffic model are:

- Year 2000, No Project Regional housing and employment development levels that can be expected under current general plans and pending general plan amendments in the Tri-Valley by 2000. Many planned or proposed developments are assumed to be only partially completed by this time. No new development is assumed in the Dougherty Valley area.
- Year 2000, With Project Same as above, but with a partially completed Dougherty Valley development. By 2000, a total of 5,723 households are expected to be completed of the total 11,000 units evaluated for the project.
- Year 2010, No Project Regional housing and employment levels by 2010 with no new development in the Dougherty Valley area. Several Tri-Valley jurisdictions are expected to be at or near their full General Plan build out capacity by 2010.
- Year 2010, With Project Same as above, but with full Dougherty Valley area development including 11,000 residential units, neighborhood commercial service, and school facilities.
- <u>Cumulative, No Project</u> Full buildout of all City and County general plans, and full realization of pending General Plan Amendments in the Tri-Valley including the Tassajara Valley, East Dublin, Pleasanton Ridge area, and North and South Livermore Valleys. The Cumulative development scenario in the Tri-Valley would add 82,300 new households and 183,400 new employees to the 1990 totals of 78,550 households and 111,600 employees.
- <u>Cumulative, With Project</u> Same as above, but with full Dougherty Valley area development including 11,000 residential units, neighborhood commercial service, and school facilities.

#### Traffic Model

Traffic forecasts in this study were made using the Dougherty Valley Model. The Dougherty Valley Model developed by TJKM is a computerized representation of the street, highway and transit systems within the Tri-Valley area and also the nine Bay Area counties. The Dougherty Valley Model (DVM) was adapted from previously validated models for this area to be compatible with the forthcoming Tri-Valley Model under development by the CCTA. The DVM description and validation for 1990 conditions is presented in Appendix C.

#### Land Use Projections

Future year land use projections published by the Association of Bay Area Governments (ABAG) *Projections 90* were refined by Economic & Planning Systems (EPS) for the Tri-Valley<sup>5</sup>. These refined projections are being prepared for the CCTA to serve as the central information source for land development planning in the Tri-Valley area. The latest available information from the process was used in making the traffic model projections for this study.

The base land use data were disaggregated by EPS to establish a more detailed description of land development (individual project areas, traffic analysis zones) than was available from ABAG forecasts which are typically done according to census tract boundaries. This process retained the same Tri-Valley totals for households and employees as was shown in *Projections 90* for years 1990, 2000 and 2010. Additional development plans beyond the ABAG thresholds (Cumulative) includes the total developable area for either planned or proposed projects in the Tri-Valley. Land use projections were provided by EPS for the traffic analysis zonal system used in making the traffic forecasts.

The Tri-Valley land use projection totals for households and employees is summarized in Table VI for years 1990, 2000, 2010 and Cumulative. The quantities shown for the Dougherty Valley area were modified to reflect the proposed project. The quantities for the Town of Danville and the Cities of San Ramon, Dublin, Pleasanton and Livermore include the lands currently within the respective City limits. Specific planning areas that are currently under consideration through various General Plan Amendment and advanced planning processes outside of these cities are identified separately in this Table VI including Tassajara Valley, East Dublin, West Dublin, Pleasanton Ridge, South Livermore and North Livermore Valleys.

Several key growth trends can be seen in Table VI which will have a significant effect on the traffic volume forecasts. By 2010, the total number of households and employees is expected to increase compared to 1990 by roughly 75 percent. The current balance of jobs and housing will essentially remain constant over this period according to this forecast. However, between 2010 and buildout of the planned land capacity, a dramatic increase in employment is shown (48 percent) while the growth in housing stock will only increase by 14 percent. If this level of employment in the Tri-Valley is realized in the Cumulative case, the jobs/housing ratio imbalance will likely increase the proportion of travel outside of the Tri-Valley significantly when compared to either year 2000 or 2010 since workers will not be able to find sufficient local housing. It should be noted that the majority of this employment growth between 2010 and Cumulative is located within the East Dublin and Livermore areas.

The original ABAG/EPS forecast for Dougherty Valley was 1,561 households and 0 employees in 2000; 6,426 households and 1,000 employees in 2010; and 9,601 households and 1,500 employees in the Cumulative case.

TJKM modified these totals to reflect the current Dougherty Valley proposal as shown in Table VI.

Table VI Land Use Growth Forecast For the Tri-Valley Jurisdictions

			CCTA Constrained Forecast				Total Buildout Capacity		
Area	Year 1990		Year 2000		Year 2010		(Cumulative)		
			Households	Employees	Households	Employees	Households	Employees	
Danville*	17,516	7,727	21,011	8,542	24,505	8,012	24,673	8,012	
Dougherty	101	0	5,551	1,250	11,000	2,500	11,000	2,500	
Dublin	7,028	13,197	13,774	18,904	20,520	24,611	30,247	53,891	
Livermore	20,927	34,673	31,358	49,322	41,788	63,970	49,776	121,778	
Pleasanton	19,741	28,363	24,962	43,300	30,183	58,237	30,393	67,544	
San Ramon	13,171	27,679	14,637	36,429	16,103	45,178	16,103	46,308	
Tassajara	69	12	69	12	69	12	4,344	12	
Total Tri-Valley	78,553	111,651	111,362	157,759	144,168	202,520	166,536	300,045	

Source: Economic & Planning Systems, Inc., Contra Costa Transportation Authority Land Use Information System (LUIS), June 5, 1992.

Note: The number of households and employees in 2000, 2010 and Cumulative columns for Dougherty Valley area adjusted from original forecast to reflect the current development proposal. Tassajara Valley revised for Years 2000 and 2010 to show no new growth.

<sup>\*</sup> includes Alamo/Blackhawk and other unincorporated Contra Costa County areas.

## **Future Road Improvements**

Improvements have been proposed for freeways, freeways interchanges and local roads in the Dougherty Valley area (Figure 4). The most important of these for the Dougherty Valley area are the Bollinger Canyon Road extension, the proposed widening of I-680, and planned improvements to the I-580/I-680 Interchange. A comprehensive list of planned roadway and transit system improvements were compiled for years 2000 and 2010 as shown in Appendix D, and these were included in the traffic model forecasts. No roadway improvements in addition to the 2010 list are assumed for the Cumulative scenario. The key road improvements are briefly described below.

### Bollinger Canyon Road

The San Ramon General Plan indicates that Bollinger Canyon Road should be extended as a four-lane road between Alcosta Boulevard and Dougherty Road, reserving right-of-way for six lanes. There are significant obstacles to providing a full six-lane section east of Alcosta Boulevard (without considering transit in the median) including existing buildings and other structures. Most of the Bollinger Canyon Road extension lies within the Dougherty Valley project boundary, and will be funded in phases by project development.

## Dougherty Road

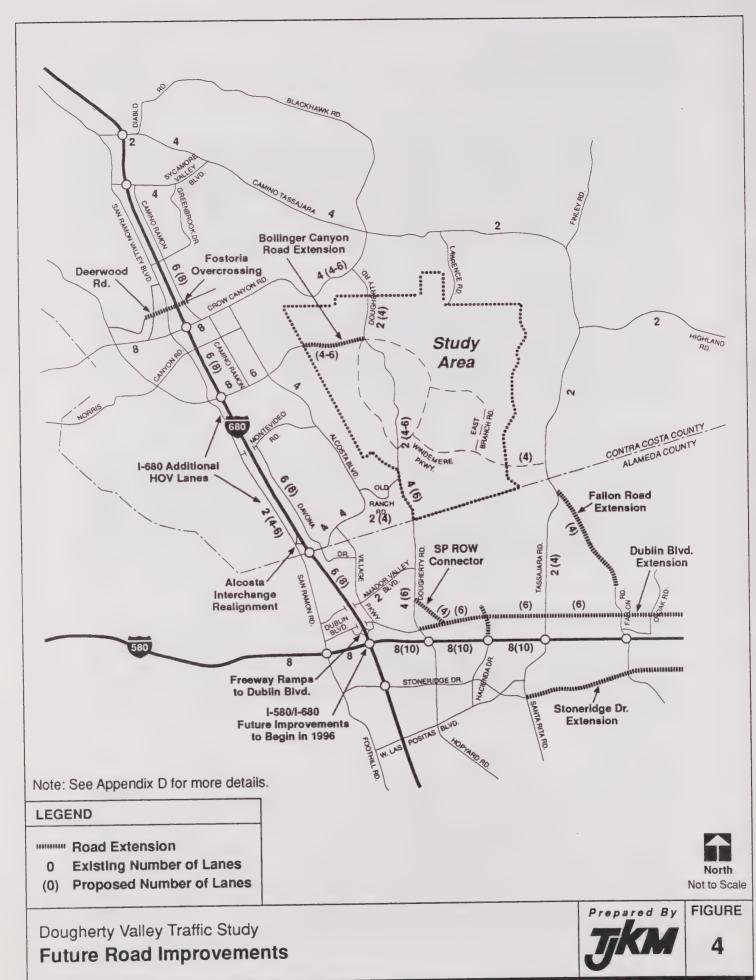
The Dublin General Plan Circulation elements provide for future widening to six lanes between Dublin Boulevard and the Contra Costa County line. The portion of Dougherty Road adjacent to Camp Parks in Dublin will require negotiation with the Federal government to secure lands to complete the widening. Within the project boundary, Dougherty Road is planned to be realigned to the west, and widened to a four lane arterial section with adequate rights-of-way for a six-lane roadway where and when required by development.

## Dublin Boulevard

The East Dublin Specific Plan and the City of Dublin General Plan Circulation elements provide for the easterly extension of Dublin Boulevard as a six-lane arterial between Dougherty Road and Airway Boulevard in Livermore. Construction recently began for the portion between Dougherty Road and the Southern Pacific right-of-way. The intersection of Dublin Boulevard and Dougherty Road will be improved to its planned capacity in conjunction with the Dublin Boulevard extension.

#### Interstate 580

Interstate 580 provides four lanes in each direction through the Tri-Valley area. Recent improvement projects constructed an additional auxiliary lane in each direction between I-680 and Tassajara Road. The Caltrans' Route Concept Report for I-580 indicates an ultimate potential for 10 lanes in the future although there is no programmed funding for this additional widening. There are no current plans to widen the freeway east of Tassajara Road. If BART is extended to Livermore, it will require right-of-way occupied by the current median plus the two inside lanes. In that case, the freeway will require widening to the outside just to maintain the current eight lanes. The provision of ten lanes will require further widening to the outside. This traffic study assumes no additional improvements to I-580 in the study area.



#### Interstate 680

An improvement project is programmed for I-680 which will add one high occupancy vehicle (HOV) lane in each direction in the median, to provide four total lanes in each direction between State Route (S.R.) 24 and I-580. The first phase of the project which was recently completed involves the placement of sound walls along the freeway. The second phase of the project, which will add lanes in the median of the freeway, could be completed by 1993. These improvements will include the provision of auxiliary lanes in both directions between Bollinger Canyon Road in San Ramon and Diablo Road in Danville.

Additional freeway ramps are planned for I-680 immediately north of I-580 for service into downtown Dublin. These hook ramps will be completed in connection with the construction of the West Dublin BART station to provide more direct access to the station, and to relieve current traffic congestion at the gateway intersections into Dublin at Dublin Boulevard/San Ramon Road and Dublin Boulevard/Dougherty Road. The proximity of these new ramps to the I-580/I-680 interchange is too close to permit connecting access to I-580.

#### I-580/I-680 Interchange

The I-580/I-680 Interchange project includes construction of a flyover ramp from southbound I-680 to eastbound I-580. The improvement will help to reduce congestion on one of the key bottlenecks in the Tri-Valley area. Construction is expected to begin in 1994 with work completed in 1996. Funding for this improvement will come from Alameda County's Measure "B" sales tax initiative.

The ultimate improvements include full freeway flyovers in all directions replacing the current loop ramps. The ultimate improvements are dependent on future funding approvals. The current plan assumes local access will be reduced at the local interchanges adjacent to the freeway-to-freeway interchange. For example, drivers on Dougherty Road would have direct access to I-580 but will no longer be able to reach I-680 via the I-580/Dougherty Road interchange. These local access changes could cause significant shifts in freeway access patterns and will affect the preferred routes for travel to and from Dougherty Valley.

#### Tassajara Road

The current plan according to the East Dublin Specific Plan is to provide improvements to Tassajara Road as a four-lane arterial between Dublin Boulevard and Fallon Road.

#### **Future Transit Service**

The most significant enhancement to transit service in the Tri-Valley area will be the extension of BART rail service to stations in Dublin and Pleasanton (Figure 5). Several studies have also investigated the potential for rail transit service on other corridors in the area.

#### BART Dublin-Pleasanton Extension

The BART board has adopted a policy for the proposed extension of BART to Dublin and Pleasanton. Current BART policy will build a BART extension to three new stations, one in

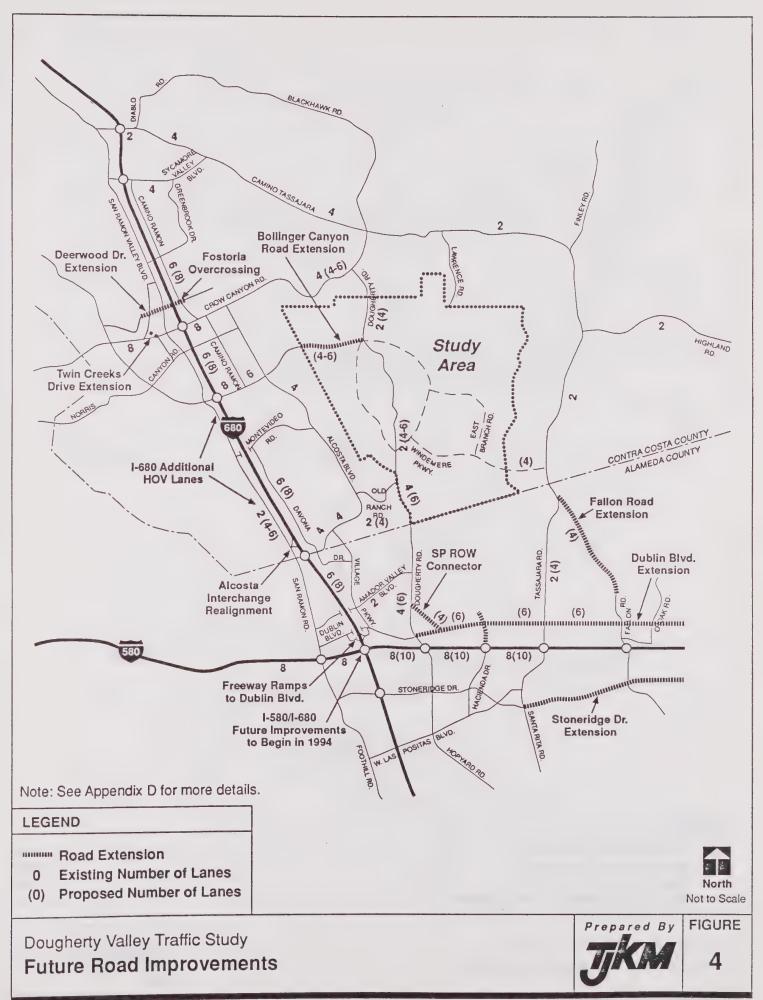
Castro Valley, a West Dublin/Pleasanton station in the median of I-580 between Foothill Boulevard and I-680, and an East Dublin/Pleasanton station in the I-580 median between Dougherty Road and the proposed Hacienda interchange. Two of the stations, including the Castro Valley station and the East Dublin/Pleasanton stations, will be constructed using BART and/or other public and private financing. The third station on the extension (West Dublin station) can be constructed only upon the commitment of funding that is unrelated to the funding levels in the Metropolitan Transportation Commission (MTC) New Rail Starts and Extension Program.

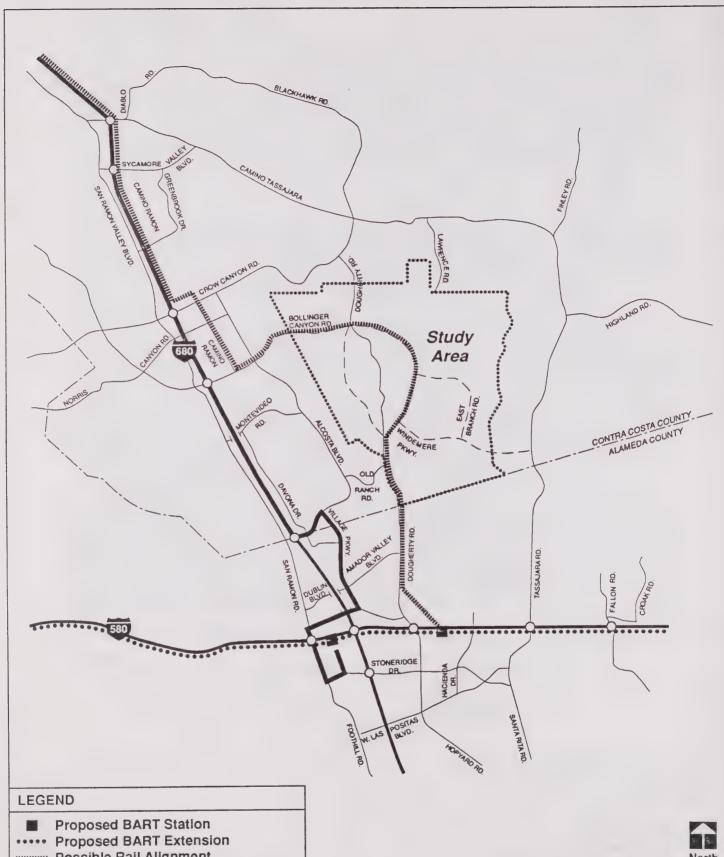
### Rail Transit

Several studies have evaluated the feasibility of rail transit in the Tri-Valley area. The San Ramon Branchline Study (DMJM, 1985) explored alternatives for a busway or light rail transit line along the I-680 corridor. The alternative alignments considered use either the I-680 freeway corridor or the abandoned Southern Pacific railroad right-of-way east of the freeway.

Contra Costa County has acquired ownership rights to the Southern Pacific right-of-way north of the Alameda County line. The Danville General Plan states that the I-680 corridor should be considered as the appropriate location for major transit facilities. It also states that residential property shall be given prime consideration when determining right-of-way use. The San Ramon General Plan states a policy to locate future transit uses, such as light rail or BART, in the I-680 right-of-way. San Ramon has designated the Southern Pacific right-of-way as a route for a Class I bicycle path. It is expected that rail transit in the Danville and San Ramon area will have to be developed adjacent to the I-680 freeway. However, Dublin prefers to locate the light rail line on or adjacent to the Southern Pacific right-of-way. A possible alignment for rail that serves the Dougherty Valley and transitions to Dublin's preferred route is shown in Figure 5.

Alameda County completed their own study of light rail transit<sup>6</sup> which identified various corridors which have the potential for light rail transit service. Potential rail corridors which were evaluated include the Southern Pacific right-of-way between San Ramon and Pleasanton, the proposed Dublin Boulevard extension, Stanley Boulevard between Pleasanton and Livermore, and Niles Canyon between Pleasanton and Fremont. Alameda County has acquired the portion of the Southern Pacific right-of-way south of the Contra Costa County line for potential transportation use.





Possible Rail Alignment

**DXI BART Express Proposed Route** 

Not to Scale

Dougherty Valley Traffic Study

**Future Transit Improvements** 



**FIGURE** 

## Dougherty Valley Specific Plan Traffic Study

Revised
Traffic Impacts and Mitigations

October 29, 1992

TJKM Transportation Consultants Pleasanton, California

(510) 463-0611

029-133



## **Traffic Impacts**

## **Trip Generation**

Trip generation for the Dougherty Valley was projected based on rates calibrated in the Dougherty Valley Model. The trip rates were derived from previous modeling studies including the 1987 Contra Costa County General Plan traffic model for application to this study, and they were used to revalidate for 1990 conditions (for more details about the traffic model and trip generation rates, refer to Appendix C).

Total trips generated by the 11,000 unit Specific Plan in Dougherty Valley are shown in Table VII. The proposed project at full development is estimated to generate 109,400 daily trips. Of these total trips, 23,100 trips (4,200 intra-zonal and 18,900 on-site inter-zonal trips) will start and end on-site so that their travel does not impact off-site streets. The Dougherty Valley Model describes the project area with 12 traffic analysis zones. Trips that are forecasted to start and end within the same zone are intra-zonal trips, while trips that travel between project zones are inter-zonal. The remaining 86,200 trips will be made external to the project, and will impact the regional street system.

Table VII
Trip Generation Summary
Dougherty Valley (11,000 Housing Units)

Trip Destination		Trip Pur	pose	
	Home Based Work	Home Based Other	Non- Home Based	Total
Intra-zonal Trips*	900	2,900	400	4,200
On-Site Project Trips	1,600	15,500	1,800	18,900
Off-Site Project Trips	21,500	58,100	6,700	86,200
Total Trips	24,000	76,500	8,900	109,300

Notes: \* These trips are considered internal to the traffic analysis zones and never use the roadway network.

These trips stay within the Project roadways only.

Also shown in Table VII are the project trips by purpose type including home-based work, home-based other, and non-home based trips. There will be a total of 24,000 new work related trips from the project with 21,500 trips off-site. The home-based other and non-home based trip purposes account for all other trips such as shopping, school, recreation, and deliveries.

## Trip Distribution

Trip distribution for the Dougherty Valley Model was estimated using travel time factors developed for the Tri-Valley area based on travel surveys conducted by the Metropolitan Transportation Commission. The trip distribution process determines the interchange of trips between traffic analysis zones (TAZs) based on the travel time between them and the friction factors. Friction factors represent a typical travelers preference for making work, shopping and other trips based on distance from their origin. Generally, as the travel time between TAZs increase, the preference for making trips declines. This is more true for shopping and school trips than it is for work trips and so separate friction factor curves are established for each trip purpose.

The Dougherty Valley trip distribution for all trip purposes is summarized in Table VIII for the year 2010. Table VIII indicates that less than one fifth (18%) of the total daily project trips are forecasted to start and end within the project itself. One fourth (25%) are likely to be destined to San Ramon/Bishop Ranch. These local trips will be made primarily on the arterial streets and will not significantly affect the regional highway system.

The other two neighboring cities, Dublin and Pleasanton would be the destination of slightly more than one fifth (23%) of the project trips. Danville is likely to attract only five percent of the trips as it is mostly a residential community. Trips to other Bay Area Counties other than Alameda and Contra Costa are expected to be near 10 percent as distance becomes a deterring factor. Trips to outside Bay Area (especially San Joaquin County and south of Santa Clara County) are not expected to play a major factor since they represent only two percent of the total.

Table VIII
Year 2010 Trip Distribution from Project

Destination	Daily Work Trips	A.M. Peak Hour Trips	Total Daily Trips
Dougherty Valley	7%	27%	18%
Bishop Ranch	15%	7%	15%
San Ramon	6%	10%	10%
Danville	4%	6%	5%
Livermore	4%	10%	1%
Pleasanton	10%	14%	11%
Dublin	9%	7%	12%
Tri-Valley Sub-Total	55%	81%	72%
Other Alameda County	14%	4%	9%
Other Contra Costa County	16%	5%	7%
Other Bay Area	14%	5%	10%
Outside Bay Area	1%	5%	2%
Total	100%	100%	100%

The A.M. peak hour trip distribution shown in the third column of Table VIII illustrates that over 80 percent of the morning peak hour trips will be within the Tri-Valley. Also, a large percentage, 27 percent, are expected to start and end within the project area itself primarily related to school and work trips. The proposed Specific Plan provides 150 acres for a community college along with one high school, two middle schools and three elementary schools.

The daily work trip distribution shown in the second column of the table indicates that 55 percent of the total Dougherty Valley work trips will be within the Tri-Valley. Given the planned arterial connections to the site, most of these Tri-Valley work trips can be made without accessing freeways. The exceptions would be to and from Livermore and south Pleasanton. The forecasted 55 percent project work trips in the Tri-Valley differs from current work trip patterns. Annual travel surveys conducted in the City of Pleasanton currently show a higher proportion of resident work trips out of the valley (55 to 65 percent

instead of the 45 percent expected for Dougherty Valley), and this is similar to the results of other studies made in the City of San Ramon and the Town of Danville.

However, it is reasonable to expect that the proportion of residents finding local jobs will increase as local employment increases. According to the land use forecasts used in developing the 2010 work trip distribution (Table VI), the Tri-Valley is expected to gain another 90,000 employees in the next eighteen years which is a very significant increase of about an 80 percent in local jobs. The forecasted 10 to 20 percent shift in Tri-Valley jobs for local residents by 2010 when compared to current patterns represents the propensity to seek jobs and housing that are closer together. This is confirmed, in part, by the results of the Pleasanton surveys which show residents over ten years have a much higher proportion of Tri-Valley jobs than newer residents. Also, a jobs/housing analysis for the composite City General Plans in the Tri-Valley (Economic & Planning Systems, June 11) showed that 60 percent of the Tri-Valley residents are expected to work in the Tri-Valley.

The work trip distribution is expected to be even more locally oriented under the Cumulative Scenario because of the dramatic increase in local employment opportunities compared to the number of households. Based on Table VI, the current ratio of employment to households in the Tri-Valley is 1.42 which will remain steady at 1.43 in 2010, then jumps up to 1.86 in the Cumulative scenario with a 30 percent shift in the jobs/housing balance. Although much of the forecasted employment gain between 2010 and Cumulative is included in pending General Plan Amendment decisions, the traffic analysis assumes that it will be in place. The work trip distribution is forecasted to shift from 55/45 (percent of jobs inside the valley/outside the valley) in 2010 to 70/30 for the Cumulative scenario. Assuming a consistent rate of growth throughout the future scenarios, Cumulative employment levels will be reached by year 2030.

## **Roadway Conditions**

Average daily traffic volume forecasts for the six study scenarios (Figure 6) indicate that many of the future planned and programmed roadway and highway improvements are adequate to serve the forecasted levels of growth when compared to the daily road and highway capacities. The daily traffic volumes shown in Figure 6 were compared to the design daily volume capacities listed in Table IX for the types of roadways within the study area.

However, several of the planned arterials will not be adequate, and additional widening is recommended as noted below. Only the roadways that will be unable to carry year 2000, 2010 or Cumulative daily traffic volumes when compared to its planned roadway capacity are discussed in this section. The remainder were found to have adequate capacity to serve daily volumes.

Daily volume analyses only provide a general indicator of the system performance based on typical travel patterns and capacities. For example, as shown in Table IX, a 66 percent peak hour directional split and 10 percent of the daily volume is assumed in the daily capacities. Where actual peak hour patterns differ from these general characteristics, the daily volume analysis is less appropriate. This is particularly true for freeways. Consequently, the I-580 and I-680 freeways were not included in the daily volume analyses.

Further, peak hour performance at roadway junctions, interchanges and intersections typically govern the overall system performance and consequently are a more reliable basis for evaluating future facility needs. The following two sections on **Freeway Performance** and **Intersection Performance** will supplement the daily traffic analysis with more specific detail of traffic conditions during the peak hours of travel.

### Bollinger Canyon Road

This arterial has an eight-lane section near I-680 that is forecasted to have very high daily volumes between Sunset Drive and the freeway (74,600 for No Project and 77,000 With Project). While this well exceeds both the design capacity (60,000 vehicles) and the maximum capacity (75,000 vehicles) for this type of facility according to Table IX, this section has exclusive westbound lanes leading to the I-680 northbound on-ramps that flow unobstructed, and that movement accounts for about 10,000 vehicles daily by 2010. Therefore, the actual maximum capacity is higher than generally indicated, as high as 80,000 vehicles daily, and the forecasted volume will be below the maximum capacity.

#### Crow Canyon Road

Forecasted volumes on the segment between Dougherty Road and Tassajara Ranch Road are expected to exceed the current four-lane divided arterial design capacity by 2010 even without the

Table IX

## Typical Roadway Capacities

Roadway Type	Average Trafi	- 1
	Maximum	Design
10-Lane Freeway	250,000	200,000
8-Lane Freeway	200,000	160,000
6-Lane Freeway	150,000	120,000
8-Lane Divided Arterial	75,000	60,000
6-Lane Divided Arterial	60,000	48,000
6-Lane Divided Arterial (w/ parking)	45,000	36,000
4-Lane Divided Arterial	45,000	36,000
4-Lane Divided Arterial (w/ parking)	35,000	28,000
4-Lane Undivided Arterial	30,000	24,000
2-Lane Collector Road	20,000	16,000

Note: Traffic capacities are based on the <u>Highway Capacity Manual</u>, Transportation Research Board, Special Report 209. Calculations assume a 60 percent main street green, 10 percent trucks, 20 percent combined left and right turns, a 66 percent directional split and 10 percent peak hour volumes of ADT.

Dougherty Valley Project. An additional lane in each direction is needed to satisfactorily carry the future volume.

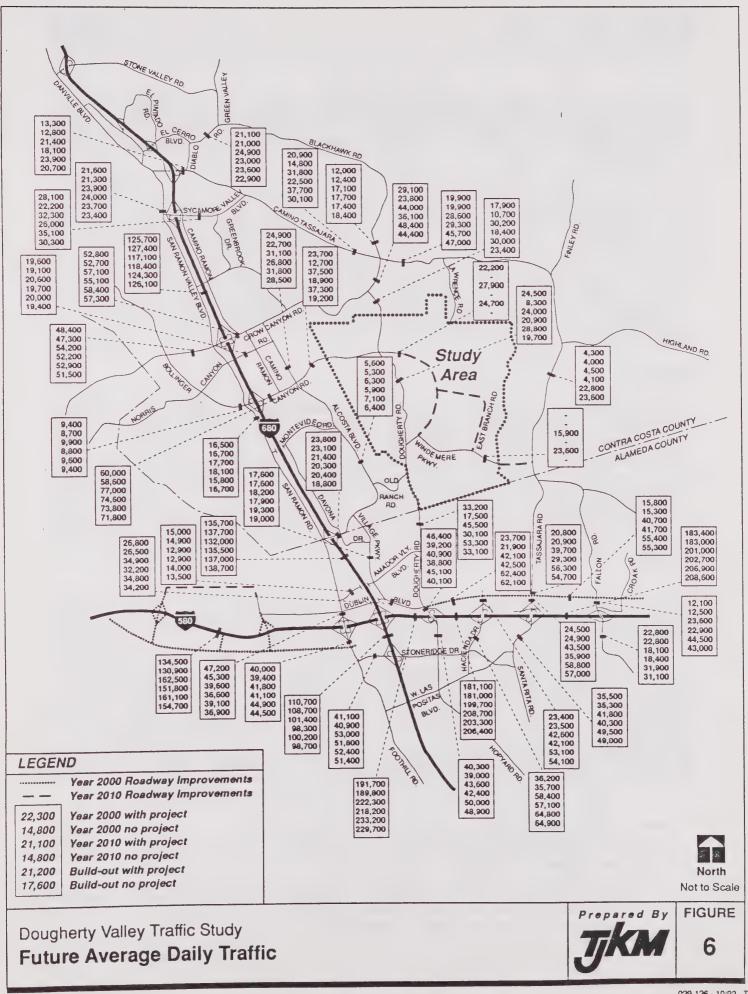
## Tassajara Road

The planned four-lane arterial section between Dublin Boulevard and the County line will be adequate without the project. However, an additional lane will be required in each direction by 2010 with the Dougherty Valley project. Windemere Parkway is expected to be connected to Camino Tassajara between 2000 and 2010 which will provide a fourth arterial outlet for the Dougherty Valley project. A six-lane arterial section between Windemere Parkway and Dublin Boulevard will be required to support the forecasted 2010 volumes. South of Dublin Boulevard to I-580, an eight-lane section is needed to carry the expected traffic in year 2010 with project.

## Dublin Boulevard

Between Sierra Court and Dougherty Road elimination of parking is recommended along the few sections that currently permit it to increase capacity of the road to year 2000 conditions (without project) and restriped to 6 lanes. Parking should also be eliminated between Village Parkway and Dougherty Road by year 2010 with project.

Dublin Boulevard Extension is initially planned for a total of two lanes between Hacienda Drive and El Charro Road but one more lane in each direction is likely to be required for year 2000 with no project conditions. These volume demands are clearly associated with the assumed growth in East Dublin. By year 2010 an eight lane road is the most probable scenario to serve the traffic in that section even without the project.



## Freeway Performance

Peak hour traffic operations for the I-580 and I-680 freeway segments within the study area showed significant congestion for all of the forecast scenarios. Peak hour analyses indicate that many freeway sections are likely to operate under heavy congestion and delays (LOS E or F) during both the a.m. and p.m. peak hours.

By way of background, all segments within the Contra Costa County portion of the study area operate at LOS D or better with the exception of the segment south of Sycamore Valley Road during the a.m. peak hour in the southbound direction which operates at LOS E according to the *I-680 Corridor Study, Final Report* (TJKM, 1992). Current congestion between Alcosta Boulevard and I-580 in the southbound direction is caused by delays at the I-580 interchange rather than a constraint due to mainline capacity. Although no similar corridor studies are available for I-580 in the study area, the *Alameda County Congestion Management Plan* (Alameda County Congestion Management Agency, 1991) indicates that no segments in Pleasanton or Livermore currently operate at LOS F. Therefore, it can be inferred that these segments all operate at LOS E or better.

## Methodology

The forecasted mainline volumes are compared to the directional hourly capacity for each freeway segment and a peak hour level of service<sup>b</sup> was determined for each case. The analysis does account for planned High Occupancy Vehicle (HOV) lanes on I-680 by estimating the portion of the total volume that will be using mixed flow lanes<sup>c</sup>. The hourly capacity includes only the mixed flow lanes (2,000 vehicles per lane per hour) and the benefits of existing or planned auxiliary lanes (1,000 vehicles per lane per hour). This analysis focuses only on the mixed flow travel lanes for computing LOS results with the assumption that the HOV lanes will perform better than the adjacent mixed flow lanes. As the freeway directional traffic flows approach the hourly capacity at one segment, there can be upstream queuing impacts on the freeway segments that are not reflected in this analysis. Also, downstream flows may be reduced by bottleneck constraints.

As mentioned previously, the minimum LOS standard for I-580 and most of I-680 in the study area is LOS E pursuant to the Congestion Management Plans (CMP) for Alameda and Contra Costa counties. LOS E or F conditions as determined by this analysis indicate very heavy delays and low travel speeds (i.e. approaching 30 mph for LOS E and below 30 mph for LOS F). Any freeway segment that is forecasted to exceed the minimum LOS standard that is established by the CMP are significantly impacted, and must be corrected according to state legislation (Proposition 111). Corrective actions require the development and adoption of a multi-jurisdiction Deficiency Plan which identifies mitigation improvements or demand reducing measures, estimated costs and schedules, and the responsible agencies for implementation. In the Tri-Valley this process would include the CCTA (Contra Costa CMP agency), the Alameda County CMA, Tri-Valley Transportation Council, Caltrans, and the Bay Area Air Quality Management District and the Metropolitan Transportation Commission at a minimum.

Basic Freeway Sections Levels of Service based on Transportation Research Board, Special Report Number 209, <u>Highway Capacity Manual</u>, 1985, Table 3-1 for a 70 mph design speed facility.

<sup>1-680</sup> Corridor Study (TJKM, 1992) prepared for the CCTA indicates HOV usage on I-680 ranging from 9 to 17 percent of the total volume through the study area for year 2015 depending on the peak hour and direction of travel. The total freeway volumes were factored to estimate the traffic volumes in mixed-flow lanes.

## Results

The results of the peak hour freeway mainline performance evaluations are shown for Year 2000 (Table X), Year 2010 (Table XI) and Cumulative (Table XII). Freeway mainline segments that are expected to reach the LOS E or F condition during peak hours are discussed in the following pages.

#### Year 2000

Referring to Table X, the year 2000 Freeway Performance conditions are listed for the No Project and With Project scenarios.

- Interstate 680 will reach LOS F conditions between I-580 and Bollinger Canyon Road in the peak direction during both peak periods, with and without project. Between Bollinger Canyon Road and Crow Canyon Road the traffic is expected to reach LOS E in both peak hours. The segment of I-680 between Crow Canyon Road and Sycamore Valley Road is expected to operate at LOS D. North of Sycamore Valley Road to Diablo Road, I-680 is likely to operate at LOS E without project and degrade to F with project.
- Interstate 580 will reach LOS F conditions in the peak direction during both the a.m. and p.m peak hours between I-680 and Tassajara Road (next interchange beyond Hacienda Drive). All other segments of I-580 in the study area will operate at LOS D or better during peak hours. The eastbound section between I-680 and Dougherty Road will be adequately served since a large portion of the existing mainline traffic that currently travels from southbound I-680 to eastbound I-580 will be redirected off this segment by the flyover ramp which will connect with I-580 east of Dougherty Road. The westbound direction for this segment will reach LOS F in the a.m. peak hour.
- The results for No Project and With Project in Table X indicate that there are minor differences (about 300 vehicles in the peak direction) in freeway performance attributed to the Dougherty Valley traffic except on I-680 north of Sycamore Valley Road which degrades from LOS E to LOS F with the project.

Table X

Freeway Mainline Performance
Year 2000 Peak Hours

						No Proj	ect				V	Vith Pr	oject		
	Peak Hour	No. Lanes <sup>1</sup>	Hourly Capacity <sup>2</sup>	Volu	ıme³	V.	/C	LO	OS <sup>4</sup>	Vol	ume³	V	//C	L	OS <sup>4</sup>
I-680 South of				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Diablo Road	AM PM	1H/3M/1A	7,000	6,500 6,400	5,700 7,000	0.93 0.91	0.81 1.00	. D	D E	6,800 5,500	5,600 7,300	0.97 0.79	0.80 1.04	E D	D F
Sycamore Valley Road	AM PM	1H/3M/1A	7,000	5,300 5,200	5,700 6,300	0.76 0.74	0.81 0.90	C C	D D	5,300 5,100	5,500 6,400	0.76 0.73	0.79 0.91	C C	D D
Crow Canyon Road	AM PM	1H/3M/1A	7,000	6,700 4,600	4,200 6,000	0.96 0.66	0.60 0.86	E · C	C D	6,700 4,600	4,300 6,100	0.96 0.66	0.61 0.87	E C	C D
Bollinger Canyon Road	AM PM	1H/3M	6,000	8,400 4,800	4,400 8,100	1.40 0.80	0.73 1.35	F D	C F	8,200 4,800	4,600 8,100	1.37 0.80	0.77 1.35	F D	C F
Alcosta Boulevard	AM PM	1H/3M	6,000	7,800 5,400	4,600 7,700	1.30 0.90	0.77 1.28	F D	C F	7,600 5,500	4,800 7,700	1.27 0.92	0.80 1.28	F D	D F
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1-680	AM PM	4M/1A	9,000	2,500 7,100	10,900 4,700	0.28 0.79	1.21 0.52	A D	F B	2,600 7,200	11,100 4,800	0.29 0.80	1.23 0.53	A D	F B
Dougherty Road	AM PM	4M/1A	9,000	3,200 10,400	10,600 3,900	0.36 1.16	1.18 0.43	B F	F B	3,300 10,500	10,700 4,000	0.37 1.17	1.19 0.44	B F	F B
Hacienda Drive	AM PM	4M/1A	9,000	2,900 10,500	11,100 4,100	0.32 1.17	1.23 0.46	A F	F B	3,100 10,700	11,100 4,100	0.34 1.19	1.23 0.46	A F	F B

Notes: 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.

2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.

3. Volume includes mixed flow lanes only. HOV volumes are excluded.

4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

#### Year 2010

Year 2010 conditions are similar to year 2000 but the overall freeway mainline conditions are expected to be less congested in the peak direction (Table XI). This is because the housing availability is expected to change considerably in year 2010. Among the housing projects being considered, besides the Dougherty Valley project, are the development of East and West Dublin, and North Livermore. This will reduce the influx of commuters brought into the Tri-Valley from outside areas (e.g. San Joaquin County) consequently easing the traffic load on freeways. However, the projected capacities on I-580 and I-680 will still not be enough to accommodate the traffic forecasted for year 2010.

- The poor conditions on I-580 will extend from I-680 to Tassajara Road with LOS F service in the peak direction during the a.m. and p.m. hours. The eastbound I-580 segment between I-680 and Dougherty Road will operate satisfactorily because of the new freeway connector ramp. As mentioned earlier, no improvements to I-580 were assumed as part of this analysis.
- Directional volumes on I-680 between I-580 and Bollinger Canyon Road will exceed the peak hour capacity (LOS F) in the peak direction. In all other cases the conditions on these segments are LOS D or better.
- Again, as in the year 2000 analysis, the relative impact of the traffic on I-580 and I-680 is small compared to the No Project conditions. While several segments will degrade by one LOS, in no case will the addition of project traffic cause a segment to exceed the minimum LOS standard where is was not exceed without the project. In some cases the Project contributed to a very minor traffic reduction, i.e. on I-680 near Bishop Ranch (100 to 200 vehicles per direction).

Table XI

## Freeway Mainline Performance Year 2010 Peak Hours

						No Proj	ect				V	Vith Pro	oject		
	Peak Hour	No. Lanes <sup>1</sup>	Hourly Capacity <sup>2</sup>	Volu	ıme³	V.	/C	LO	OS <sup>4</sup>	Volu	ume³	v	/C	L	OS <sup>4</sup>
I-680 South of				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Diablo Road	AM PM	1H/3M/1A	7,000	5,200 5,300	5,700 5,600	0.74 0.76	0.81 0.80	C C	D D	5,000 5,400	6,100 6,000	0.71 0.77	0.87 0.86	C D	D D
Sycamore Valley Road	AM PM	. 1H/3M/1A	7,000	3,900 5,100	5,800 5,000	0.56 0.73	0.83 0.71	C C	D C	4,200 5,000	5,600 5,400	0.60 0.71	0.80 0.77	C C	D D
Crow Canyon Road	AM PM	1H/3M/1A	7,000	5,500 4,400	4,200 4,800	0.79 0.63	0.60 0.69	D C	C C	5,600 4,300	4,100 5,200	0.80 0.61	0.59 0.74	D C	C C
Bollinger Canyon Road	AM PM	1H/3M	6,000	7,700 4,200	3,900 7,400	1.28 0.70	0.65 1.23	F C	C F	7,600 4,000	3,900 7,500	1.27 0.67	0.65 1.25	F C	C F
Alcosta Boulevard	AM PM	1H/3M	6,000	7,000 4,200	4,400 7,400	1.17 0.70	0.73 1.23	F C	C F	6,900 4,600	4,400 6,900	1.15 0.77	0.73 1.15	F C	C F
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM PM	4M/1A	9,000	4,300 6,600	10,000 6,600	0.48 0.73	1.11 0.73	B C	F C	4,300 6,800	10,400 6,700	0.48 0.76	1.16 0.74	B C	F C
Dougherty Road	AM PM	4M/1A	9,000	4,900 9,500	9,400 4,800	0.54 1.06	1.04 0.53	C F	F B	4,800 9,600	9,600 4,600	0.53 1.07	1.07 0.51	B F	F B
Hacienda Drive	AM PM	4M/1A	9,000	3,600 10,100	10,600 4,600	0.40 1.12	1.18 0.51	B F	F B	3,500 10,300	10,800 4,400	0.39 1.14	1.20 0.49	B F	F B

- Notes: 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
  - 2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
  - 3. Volume includes mixed flow lanes only. HOV volumes are excluded.
  - 4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

#### **Cumulative**

The forecasted Cumulative scenario freeway conditions (Table XII) have similar impacts and flow patterns as was discussed for the years 2000 and 2010. Heavy congestion is expected on I-580 throughout the study area during both peak hours, and the need for ten lanes or alternative demand reducing measures will be needed. Also, the peak direction of travel on I-680 will exceed the planned capacity between I-580 and Bollinger Canyon Road. In summary, the key freeway issues for Cumulative are as follows:

- In general, the impacts on I-680 and I-580 are similar to the previous 2000 and 2010 scenarios. As was previously demonstrated, the freeway congestion will exceed minimum acceptable conditions for both the No Project and Project traffic volumes.
- The peak direction conditions on I-580 will be LOS F between I-680 and Tassajara Road for both peak hours.
- On I-680, between I-580 and Bollinger Canyon Road in the peak direction during the both peak hours, the No Project and Project conditions will be LOS F.

Table XII

## Freeway Mainline Performance Cumulative Peak Hours

						No Proj	ect				V	Vith Pro	oject		
	Peak Hour	No. Lanes <sup>1</sup>	Hourly Capacity <sup>2</sup>	Volu	ıme³	V.	/C	L	OS⁴	Volu	ıme³	V	/C	L	OS <sup>4</sup>
I-680 South of				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Diablo Road	AM PM	1H/3M/1A	7,000 7,000	5,400 5,300	5,700 5,900	0.77 0.76	0.81 0.84	D C	D D	5,500 5,400	5,500 6,300	0.79 0.77	0.79 0.90	D D	D D
Sycamore Valley Road	AM PM	1H/3M/1A	7,000 7,000	4,100 5,000	5,700 5,200	0.59 0.71	0.81 0.74	C C	D C	4,200 4,800	5,500 5,400	0.60 0.69	0.79 0.77	C C	D D
Crow Canyon Road	AM PM	1H/3M/1A	7,000 7,000	5,600 4,200	4,100 5,100	0.80 0.60	0.59 0.73	D C	C C	5,500 4,300	4,100 5,200	0.79 0.61	0.59 0.74	D C	C C
Bollinger Canyon Road	AM PM	1H/3M	6,000 6,000	7,900 3,800	3,700 7,700	1.32 0.63	0.62 1.28	F C	C F	7,500 3,900	3,800 7,400	1.25 0.65	0.63 1.23	F C	C F
Alcosta Boulevard	AM PM	1H/3M	6,000 6,000	7,100 4,400	4,200 7,000	1.18 0.73	0.70 1.17	F C	C F	6,800 4,500	4,400 6,700	1.13 0.75	0.73 1.12	F C	C F
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM PM	4M/1A	9,000 9,000	4,200 6,900	10,400 6,300	0.47 0.77	1.16 0.70	B C	F C	4,200 7,000	10,600 6,500	0.47 0.78	1.18 0.72	B D	F C
Dougherty Road	AM PM	4M/1A	9,000 9,000	4,700 10,000	9,900 4,500	0.52 1.11	1.10 0.50	B F	F B	4,600 9,800	9,600 4,400	0.51 1.09	1.07 0.49	B F	F B
Hacienda Drive	AM PM	4M/1A	9,000 9,000	3,500 10,700	11,300 4,400	0.39 1.19	1.26 0.49	B F	F B	3,400 10,500	10,900 4,300	0.38 1.17	1.21 0.48	B F	F B

Notes: 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.

2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.

3. Volume includes mixed flow lanes only. HOV volumes are excluded.

4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

#### Intersection Performance

Forecasted peak hour traffic volumes were analyzed to determine the intersection performance at each of the 49 study locations. All of the planned roadway and intersection improvements in the Tri-Valley shown in Figure 4 and Appendix H were included in the base case assumptions for making the LOS calculations at the study intersections.

As stated previously in the Existing Conditions section, the significance criteria used in this study for assessing traffic impacts is a minimum peak hour condition of LOS D with a v/c ratio less than or equal to 0.89. This is consistent with the adopted standards by the CCTA, although slightly lower than the minimum standards set by the Cities of San Ramon and Pleasanton (v/c ratio 0.90), and slightly higher than the minimum for the Town of Danville (v/c ratio 0.87). Tables XIII and XIV summarize the intersection LOSs and V/Cs for years 2000 and 2010 and Cumulative for the a.m. and p.m. peak hours.

The peak hour level of service methodology prescribed by the CCTA and utilized in this study focus on the operations at each study intersection. However, there may be cases where high forecasted volumes result in lengthy traffic vehicle queues that may adversely affect adjacent intersection operations. Several of the intersections within the study area are located at close proximity to other major intersections, and may be subject to overlapping traffic congestion. These intersections include the following:

- Bollinger Canyon Road at I-680 Northbound Off-Ramp
- Bollinger Canyon Road at Sunset Drive
- Crow Canyon Road at I-680 Northbound Off-Ramp
- · Crow Canyon Road at Crow Canyon Place
- · Dougherty Road at I-580 Westbound Off-Ramp
- · Dougherty Road at Dublin Boulevard
- Tassajara Road at I-580 Westbound Off-Ramp
- Tassajara Road at Dublin Boulevard

Although there is no quantifiable impact associated with this type of overlapping congestion, these locations will be considered in the mitigation analysis for improvements that will minimize vehicle queues between the adjacent intersections.

#### Year 2000

The Year 2000 intersection conditions show six locations that exceed the minimum performance standard without Dougherty Valley traffic (No Project). Also, an additional three locations are impacted by the proposed project. Refer to Appendix E for the LOS calculation work sheets that are discussed for year 2000. The study intersection at Camino Ramon/Bollinger Canyon Road will add the south leg and require improvements on other approaches to facilitate planned development south of Bollinger Canyon Road in this portion of Bishop Ranch. It is assumed that these improvements will be the responsibility of the developer for that area, and that they will be completed prior to that development. The intersection at Dougherty Road/Dublin Boulevard will be improved in conjunction with the easterly extension of Dublin Boulevard and the widening of Dougherty Road. Refer to Table XIII for details of the specific assumed improvements at these two locations.

## No Project Impacts

For the No Project scenario there are six locations that operate below LOS D during one or both peak hours. All of the other 43 intersections will operate at adequate peak hour conditions. These impacted locations are:

- · Camino Tassajara/Diablo Road in the p.m. peak hour
- · Camino Ramon/Bollinger Canyon for the p.m. peak hour
- Sunset Drive/Bollinger Canyon for the p.m. peak hour
- Dougherty Road/Dublin Boulevard for the p.m. peak hour
- Santa Rita Road/I-580 EB Off for the p.m. peak hour
- Tassajara Road/Dublin Extn. for both peak hours

### Project Impacts

The six No Project impact locations noted above will also operate below the LOS D threshold With Project, plus four additional locations that will also be impacted. The remaining 39 study intersections will operate at adequate peak hour conditions. The additional impacted locations are:

- Alcosta Bl./Bollinger Canyon Rd. in both peak hours
- · Blackhawk Rd./Camino Tassajara in both peak hours
- I-680 NB On/Sycamore Valley Rd. in the a.m. peak hour
- · Hacienda Dr./Dublin Extension in the a.m. peak hour

#### Year 2010

Intersection conditions for year 2010 show 14 locations that operate at unacceptable conditions without Dougherty Valley project traffic. Six of the 14 are the same as those listed for year 2000. Refer to Appendix F for the year 2010 LOS calculation work sheets. The intersection of Dougherty Road/Dublin Boulevard will be further improved as the easterly extension of Dublin Boulevard is completed. Refer to Table XV for specific details of the assumed improvements at this location.

#### No Project Impacts

At 14 locations, unacceptable No Project conditions exist in one or both peak hours. Peak hour conditions at the other 35 study intersections will be adequate in the year 2010 without the Dougherty Valley project. The impacted intersections are:

- · Camino Tassajara/Diablo Road in the p.m. peak hour
- · Camino Ramon/Bollinger Canyon in the p.m. peak hour
- Alcosta Blvd/Bollinger Canyon for both peak hours
- Blackhawk Rd./Camino Tassajara in both peak hours
- Sunset Drive/Bollinger Canyon for the p.m. peak hour
- Airway Blvd/Dublin Extn. for the p.m. peak hour
- Village Pkwy/I-680 NB Off for both peak hours
- · S.P.R.O.W./Dublin Extn. for the a.m. peak hour
- Tassajara Road/I-580 WB Off for the p.m. peak hour

- Tassajara Road/Fallon Extn. for both peak hours
- · Dougherty Road/Dublin Boulevard for the p.m. peak hour
- Santa Rita Road/I-580 EB Off for the p.m. peak hour
- · Tassajara Road/Dublin Extn. for both peak hours
- Hacienda Drive/Dublin Extn. for both peak hours

## Project Impacts

The 14 locations noted above will further degrade with the added traffic from the Dougherty Valley project. However, six additional locations will be impacted. The additional impacted locations are:

- Alcosta Blvd/Crow Canyon for the p.m. peak hour
- · Sycamore Valley Bl./Camino Tassajara for both peak hours
- · Dougherty Road/Crow Canyon for the p.m. peak hour
- Dougherty Road/Amador Valley for both peak hours
- · Dougherty Road/S.P.R.O.W. for the p.m. peak hour
- Tassajara Road/I-580 WB off for the p.m. peak hour

#### Cumulative

The Cumulative scenarios represent the full development of all planned and proposed areas within the Tri-Valley. Peak hour intersection conditions for the Cumulative scenarios are listed in Tables XIV and XV and attached in Appendix G.

## No Project Impacts

Twenty one of the study intersections will reach undesirable peak hour conditions with the Cumulative forecasted traffic volumes. The other locations will operate at acceptable levels with implementation of the planned improvements previously identified. The impacted locations are:

- Camino Tassajara/Diablo Road in the p.m. peak hour\*
- Camino Ramon/Crow Canyon in the a.m. peak hour\*
- Camino Ramon/Bollinger Canyon for the p.m. peak hour\*
- Alcosta Blvd/Bollinger Canyon for the p.m. peak hour\*
- Blackhawk Rd./Camino Tassajara in both peak hours\* I-680 NB off/Crow Canyon for the a.m. peak hour
- I-680 NB off/Bollinger Canyon for the a.m. peak hour Dougherty Road/Crow Canyon for the p.m. peak hour
- Sunset Drive/Bollinger Canyon for the p.m. peak hour\*
- Airway Blvd/Dublin Extn. for p.m. peak hour
- Village Pkwy/I-680 NB Off for both peak hours
- Dougherty Road/Amador Valley for the a.m. peak hour\*
- S.P.R.O.W./Dublin Extn. for both peak hours\*
- Dougherty Road/Dublin Boulevard for both peak hours\*
- Hopyard Road/I-580 EB off for the a.m. peak hour\*
- Tassajara Road/I-580 WB Off for the p.m. peak hour\*
- Santa Rita Road/I-580 EB Off for the p.m. peak hour

- Fallon Road/Dublin Extn. for both peak hours
- Tassajara Road/Dublin Extn. for both peak hours
- · Hacienda Drive/Dublin Extn. for the a.m. peak hour
- · Tassajara Road/Fallon Extn. for both peak hours

## Project Impacts

Eleven of the 21 locations listed above will be further degraded with the Dougherty Valley project traffic (shown above with \*). The intersection of I-680 NB off/Crow Canyon Rd. will improve slightly to stay below the minimum performance threshold (LOS D, v/c ratio of 0.89). Comparing the No Project to the With Project conditions, six intersections will degrade to unacceptable levels with the full development of the Dougherty Valley project.

- Camino Tassajara/Sycamore Valley in both peak hours
- · Alcosta Blvd./Crow Canyon for the p.m. peak hour
- I-680 NB on/Sycamore Valley for p.m.
- Dougherty Rd/Old Ranch Rd. for a.m.
- Dougherty Rd./S.P.R.O.W. in both peak hours
- · Tassajara Rd./Windemere Pkwy in both peak hours.

Table XIII

## Future Intersection Conditions A.M. Peak Hour

				Year	2000			Year	2010			Cum	ulative	
Node No.	North-South Street	East-West Street	No P	roject	With	Project	No F	roject	With	Project	No I	Project	With 1	Project
NO.	Street	Street	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.74	С	0.73	С	0.88	D	0.74	C	0.72	C	0.81	D
506	Camino Tass.	Sycamore Vlly	0.78	C	0.90	D	0.96	E	0.97	E	0.88	D	1.04	E
514	Alcosta Blvd.	Crow Canyon	0.59	A	0.61	В	0.76	·C	0.84	D	0.81	D	0.86	D
515	Camino Ramon	Crow Canyon	0.79	C	0.81	D	0.84	D	0.89	D	0.95	Е	0.93	E
518	San Ramon Vly	Crow Canyon	0.55	A	0.59	Α	0.59	A	0.66	В	0.58	A	0.63	В
521°	Camino Ramon	Bollinger Cyn	0.78	C	0.87	D	0.87	D	0.94	E	0.84	D	0.95	E
522	Alcosta Blvd.	Bollinger Cyn	0.71	C	0.90	D	0.90	D	1.08	F	0.83	D	1.10	F
551	Dougherty Rd.	Bollinger Cyn	0.23	A	0.74	C	0.55	A	0.89	D	0.42	A	0.78	С
564	Blackhawk Rd.	Camino Tass.	0.87	D	1.13	F	1.16	F	1.31	F	1.21	F	1.40	F
942	I-680 NB Off	Diablo Rd.	0.58	A	0.58	A	0.71	C	0.62	В	0.64	В	0.65	В
943	I-680 SB Off	Diablo Rd.	0.45	A	0.44	Α	0.44	A	0.43	A	0.47	A	0.42	Α
945	I-680 NB On	Sycamore Vlly	0.68	В	0.90	D	0.77	C	0.84	D	0.69	В	0.73	С
947	I-680 SB Off	Sycamore Vlly	0.39	A	0.40	Α	0.39	A	0.37	A	0.36	A	0.35	Α
949	I-680 NB Off	Crow Canyon	0.88	D	0.88	D	0.81	D	0.84	D	0.94	E	0.88	D
951	I-680 SB Off	Crow Canyon	0.74	С	0.74	C	0.75	C	0.76	C	0.83	D	0.80	C
953	I-680 NB Off	Bollinger Cyn	0.87	D	0.88	D	1.13	F	1.06	F	1.17	F	1.09	F
955	I-680 SB Off	Bollinger Cyn	0.51	A	0.52	Α	0.55	A	0.56	Α	0.57	A	0.57	Α
957	I-680 NB Off	Alcosta Blvd.	0.55	A	0.53	A	0.54	Α	0.59	Α	0.52	A	0.54	Α
958	I-680 SB On	Alcosta Blvd.	0.61	В	0.61	В	0.58	A	0.65	В	0.58	Α	0.62	В
1315	San Ramon Vly	I-680 SB Off					0.42	A	0.41	A	0.39	A	0.38	Α
1361	Crow Cyn. Pl.	Crow Canyon	0.53	Α	0.55	Α	0.55	A	0.59	Α	0.60	Α	0.60	Α
1369	Dougherty Rd.	Crow Canyon	0.42	Α	0.51	A	0.53	A	0.71	C	0.60	Α	0.71	C
1385	Sunset Dr.	Bollinger Cyn	0.82	D	0.87	D	0.81	D	0.86	D	0.84	D	0.86	D
1416	Highland Rd.	Camino Tass.	0.62	В	0.63	В	0.87	D	0.79	С	0.51	A	0.53	A
2201	Airway Blvd.	Dublin Extn.	0.48	A	0.48	A	0.89	D	0.91	E	0.87	D	0.89	D
2253	Village Pkwy	I-680 NB Off					0.93	E	0.92	E	1.04	F	1.13	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.31	A	0.38	A	0.32	A	0.47	A	0.31	A	0.48	Α
2265	Dougherty Rd.	Old Ranch Rd.	0.30	A	0.59	Α	0.39	A	0.79	C	0.48	Α	0.92	E
2280	Dougherty Rd.	Amador Valley	0.66	В	0.81	D	0.71	C	0.91	E	0.96	E	1.19	F
2285	Amador Plaza	I-680 SB Off		-			0.49	A	0.54	Α	0.40	A	0.44	Α
2290	Dougherty Rd.	S.P. R.O.W.	0.23	A	0.47	Α	0.28	A	0.39	A	0.76	С	0.95	E

Notes: a. Assumes south leg of Camino Ramon and other approaches will be improved as future development south of Bollinger Canyon Road requires. Intersection improvements assumed as: NB - 2 left-turn lanes, 1 through lane and 1 right-turn lane with future development. Also assumes second SB left-turn re-striped for through lane; re-striping EB of right-turn lane; and WB two left-turn lanes.

Table XIV

# Future Intersection Conditions P.M. Peak Hour

				Year	2000			Year	2010			Cum	ulative	
Node No.	North-South Street	East-West Street	No F	Project	With	Project	No F	Project	With	Project	No I	Project	With 1	Project
140.	Street	Street	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.93	Е	0.93	E	1.08	F	1.06	F	1.06	F	1.06	F
506	Camino Tass.	Sycamore Vlly	0.63	В	0.72	C	0.88 `	D	0.91	E	0.86	D	0.92	E
514	Alcosta Blvd.	Crow Canyon	0.74	C	0.75	C	0.83	D	0.91	E	0.88	D	0.93	E
515	Camino Ramon	Crow Canyon	0.78	С	0.79	C	0.78	C	0.89	D	0.81	D	0.90	D
518	San Ramon Vly	Crow Canyon	0.81	D	0.83	D	0.84	D	0.86	D	0.83	D	0.85	D
521°	Camino Ramon	Bollinger Cyn	0.97	E	0.99	E	1.06	F	1.17	F	1.02	F	1.15	F
522	Alcosta Blvd.	Bollinger Cyn	0.80	С	0.91	E	0.95	E	1.19	F	0.93	E	1.18	F
551	Dougherty Rd.	Bollinger Cyn	0.34	A	0.79	C	0.40	Α	0.86	Ð	0.49	A	0.78	С
564	Blackhawk Rd.	Camino Tass.	0.74	C	0.97	E	0.95	E	1.22	F	1.08	F	1.21	F
942	I-680 NB Off	Diablo Rd.	0.63	В	0.63	В	0.69	В	0.68	В	0.69	В	0.70	В
943	I-680 SB Off	Diablo Rd.	0.47	Α	0.47	Α	0.57	Α	0.59	Α	0.59	A	0.57	A
945	I-680 NB On	Sycamore Vlly	0.77	C	0.87	D	0.86	D	0.88	D	0.85	D	0.94	E
947	I-680 SB Off	Sycamore VIIy	0.43	A	0.44	Α	0.45	A	0.46	A	0.45	Α	0.46	A
949	I-680 NB Off	Crow Canyon	0.42	A	0.43	Α	0.40	Α	0.47	Α	0.40	Α	0.43	Α
951	1-680 SB Off	Crow Canyon	0.61	В	0.62	В	0.58	Α	0.62	В	0.60	A	0.61	В
953	I-680 NB Off	Bollinger Cyn	0.82	D	0.81	D	0.85	D	0.84	D	0.86	D	0.83	Đ
955	I-680 SB Off	Bollinger Cyn	0.33	A	0.35	Α	0.36	Α	0.43	A	0.32	Α	0.40	Α
957	I-680 NB Off	Alcosta Blvd.	0.58	Α	0.65	В	0.44	A	0.49	A	0.46	A	0.45	A
958	I-680 SB On	Alcosta Blvd.	0.72	С	0.71	С	0.50	Α	0.52	A	0.50	A	0.51	Α
1315	San Ramon Vly	I-680 SB Off					0.52	A	0.50	Α	0.46	A	0.44	Α
1361	Crow Cyn. Pl.	Crow Canyon	0.68	В	0.67	В	0.66	В	0.64	В	0.70	В	0.68	В
1369	Dougherty Rd.	Crow Canyon	0.66	В	0.79	C	0.87	D	1.10	F	1.27	F	1.15	F
1385	Sunset Dr.	Bollinger Cyn	1.12	F	1.13	F	1.24	F	1.25	F	1.28	F	1.26	F
1416	Highland Rd.	Camino Tass.	0.57	A	0.53	Α	0.71	C	0.59	Α	0.70	В	0.73	C
2201	Airway Blvd.	Dublin Extn.	0.42	A	0.41	A	1.06	F	1.05	F	1.15	F	1.15	F
2253	Village Pkwy	I-680 NB Off					1.16	F	1.31	F	1.15	F	1.30	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.34	A	0.41	Α	0.35	Α	0.48	Α	0.34	A	0.53	A
2265	Dougherty Rd.	Old Ranch Rd.	0.27	A	0.51	A	0.29	Α	0.65	В	0.41	A	0.77 ~	С
2280	Dougherty Rd.	Amador Valley	0.64	В	0.79	C	0.64	В	0.89	D	0.75	C	0.98	E
2285	Amador Plaza	I-680 SB Off		-			0.63	В	0.63	В	0.61	В	0.58	A
2290	Dougherty Rd.	S.P. R.O.W.	0.52	Α	0.84	D	0.56	A	0.93	Е	0.81	D	1.19	F

Notes: a. Assumes south leg of Camino Ramon and other approaches will be improved as future development south of Bollinger Canyon Road requires. Intersection improvements assumed as: NB - 2 left-turn lanes, 1 through lane and 1 right-turn lane with future development. Also assumes second SB left-turn re-striped for through lane; re-striping EB of right-turn lane; and WB two left-turn lanes.

Table XIV (cont'd)

## Future Intersection Conditions P.M. Peak Hour

				Year	2000			Year	2010			Cumi	lative	
Node No.	North-South Street	East-West Street	No P	roject		ith oject	No F	Project		ith oject	No F	Project		ith oject
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
2291	S.P. R.O.W.	Dublin Extn.	0.51	A	0.72	С	0.68	В	0.93	Е	1.01	F	1.19	F
2301	San Ramon Rd.	Dublin Blvd.	0.87	D	0.88	D	0.87	D	0.87	D	0.72	C	0.73	С
2307°	Dougherty Rd.	Dublin Blvd.	0.95	E	1.01	F	0.95	E	1.18	F	1.21	F	1.27	F
2308	Dougherty Rd.	I-580 WB Off	0.63	В	0.76	C	0.57	Α	0.61	В	0.57	A	0.59	A
2309	Hopyard Rd.	I-580 EB Off	0.57	Λ	0.64	В	0.59	Α	0.67	В	0.68	В	0.73	C
2322	Tassajara Rd.	I-580 WB Off	0.67	В	0.69	В	0.89	D	0.91	E	0.96	E	0.96	E
2323	Santa Rita Rd	I-580 EB Off	1.02	F	1.06	F	1.08	F	1.10	F	1.19	F	1.18	F.
2383	Fallon Rd.	Dublin Extn.	0.65	В	0.63	В	0.87	D	0.91	E	1.19	F	1.21	F
2384	Tassajara Rd.	Dublin Extn.	0.93	Е	0.94	E	0.99	E	1.00	E	1.08	F	1.11	F
2385	Hacienda Dr.	Dublin Extn.	0.82	D	0.87	D	1.42	F	1.43	F	1.61	F	1.55	F
2386	Hacienda Dr.	I-580 WB Off	0.42	Λ	0.40	Α	0.70	В	0.72	C	0.74	C	0.75	C
2387	Hacienda Dr.	I-580 EB Off	0.42	Α	0.40	Α	0.83	D	0.83	D	0.90	D	0.87	D
2507	Dougherty Rd.	S. Bollinger	0.17	Α	0.58	Α	0.44	Α	0.71	C			0.86	D
2514	Tassajara Rd.	Fallon Extn.	0.74	C	0.74	С	1.21	F	0.93	Е	1.10	F	1.12	F
2522	Camino Tass.	Windemere Pkwy							0.73	C			0.71	C
2601	Bollinger Cyn	E. Branch Rd.			0.29	Α			0.47	A			0.50	A
2602	Bollinger Cyn	Windemere Pkwy							0.54	A			0.63	В
2604	East Branch Rd	Windemere Pkwy							0.49	A			0.56	A

Notes: LOS = Level of Service

V/C = Volume-to-Capacity Ratio

Refer to Appendix E for LOS work sheets

b. Calculation assumes one additional through lane NB and SB as part of the Dougherty Road widening project.

## **Mitigations**

This study recommends mitigation measures to provide adequate daily and peak hour travel conditions within the study area to serve the future traffic demands. The mitigation measures address possible physical improvements to the system, and also suggest methods for reducing travel demands from the proposed project and within the Tri-Valley area. These recommendations should be integrated with the forthcoming findings of the Tri-Valley Transportation Council Action Plan study<sup>4</sup> (scheduled to be completed in 1992-3). Once the Action Plan is adopted, it will be used as a guideline for developing and implementing any required Deficiency Plans. As previously mentioned, any freeway segments that are forecasted to exceed the minimum LOS standard established by the CMP for the facility will require development and adoption of a Deficiency Plan. The recommended improvements for freeway facilities, and other demand reducing or control measures should be considered in preparing the Deficiency Plans.

The mitigation measures are separated into the following two categories:

- <u>No Project Mitigations</u> A substantial portion of the mitigation measures are attributable to planned growth without the any new development in the proposed Dougherty Valley project area. The No Project mitigations should be implemented by the responsible planning agency on a fair share basis during project review. Alternatively, the major roadway improvements that are not directly affected by proposed development could be incorporated into the regional mitigation fee that will be included in the Action Plan.
- <u>Project Mitigations</u> The added increment of travel demand associated with the proposed Dougherty Valley project is identified as the being the primary responsibility of the applicant. However, several of the off-site improvements will be of benefit to other planned development, and a pro rata fair share approach for funding should used as appropriate.

## No Project Mitigations

Proposed or planned growth in the Tri-Valley other than Dougherty Valley will cause traffic volumes to exceed the capacity of the future freeway and arterial roadway system at several locations during the average day and peak hours. Additional measures will be needed to provide acceptable traffic and transportation service.

## **Freeways**

Interstate 580 - The ultimate widening of this facility to ten lanes between Vasco Road and I-680 has been identified by Caltrans in the I-580 Route Concept Report, but there is no funding source at this time. Traffic forecasts indicate that the additional capacity provided by a ten lane facility will be needed in years 2000 and 2010. This would be a major improvement program requiring two additional mainline lanes, widening of some freeway overpasses and interchanges, and the acquisition of necessary right-of-way. Regional participation in the widening project may be required. The resultant freeway peak hour

The studies led by Tri-Valley Transportation Council also consider future regional travel solutions in the Tri-Valley which may compliment or overlap the recommendations of this report. One possible feature of the TVTC Plan would be to establish a regional mitigation fee program that would fund non-project specific circulation improvements.

conditions with ten lanes on I-580 within the study area is shown in Table XV (Year 2000) and Table XVI (Year 2010).

Interstate 680 - The planned freeway section will not be adequate to carry forecasted 2000 and 2010 volumes between I-580 and Bollinger Canyon Road with or without the proposed project. These findings correspond to the 2015 forecasts and analysis made in the *I-680 Corridor Study* which showed that future volumes would exceed the capacity during both peak hours in this area. To satisfy the forecasted demand to be within the minimum LOS standards, one additional mixed-flow lane is required in both directions between Bollinger Canyon Road and I-580, and auxiliary lanes are needed between Alcosta Boulevard and Bollinger Canyon Road. The resultant freeway peak hour conditions with these additional lanes on I-680 within the study area are shown in Table XV (Year 2000), Table XVI (Year 2010), and Table XVII (Cumulative).

Alternatively, many other options are available to reduce the forecasted freeway impacts. The Deficiency Plan for I-580 between I-680 and Tassajara Road and for I-680 between Bollinger Canyon Road and I-580 should consider the following measures.

- Enhance future transit service in the Tri-Valley area. Key elements of the regional transit effort include provision for a rail system between areas to the north (i.e. Walnut Creek and Concord) and the future East Dublin BART station as well as other destinations along I-580; feeder bus service to key light rail junctions, and integrating local bus service across jurisdictional boundaries.
- Adopt plans to enhance the capacity of freeway corridors. Possible TSM measures include ramp metering, High Occupancy Vehicle lanes, and an integrated Traffic Operations System (TOS) currently being considered by Caltrans.
- Establish regional land use plans that seek to lessen the demand for travel into and out of and through the Tri-Valley transportation system. This may include regional limits on planned or proposed development.
- Promote plans for alternative transportation corridors that will relieve excessive future travel demands on I-580 and I-680. Current alternatives include upgrading of Route 84 through Livermore to expressway standards, and the construction of the mid-state tollway.
- Upgrade or construct new parallel arterial facilities to the I-580 corridor that will lessen the
  forecasted travel demand. The planned Dublin Boulevard extension and Stoneridge Drive/Jack
  London Boulevard extension are two such examples that have been included in the traffic
  forecasts. Further relief on the freeway will require additional parallel facilities. One possible area
  of study would be a high capacity arterial connection between the Danville/San Ramon area and
  north Livermore.

Table XV

## Freeway Mainline Performance Year 2000 Peak Hours Mitigated

						No Proj	ect				V	Vith Pr	oject		
	Peak Hour	No. Lanes <sup>1</sup>	Hourly Capacity <sup>2</sup>	Volu	ıme³	V	/C	LO	OS <sup>4</sup>	Volu	ume³	v	/C	L	OS <sup>4</sup>
I-680 South of		Zimiles	Cupacity	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Diablo Road	AM PM	1H/3M/1A	7,000	6,500 6,400	5,700 7,000	0.93 0.91	0.81	D D	D E	6,800 5,500	5,600 7,300	0.97 0.79	0.80 1.04	E D	D F
Sycamore Valley Road	AM PM	1H/3M/1A	7,000	5,300 5,200	5,700 6,300	0.76 0.74	0.81 0.90	C C	D D	5,300 5,100	5,500 6,400	0.76 0.73	0.79 0.91	C C	D D
Crow Canyon Road	AM PM	1H/3M/1A	7,000	6,700 4,600	4,200 6,000	0.96 0.66	0.60 0.86	E C	C D	6,700 4,600	4,300 6,100	0.96 0.66	0.61 0.87	E C	C D
Bollinger Canyon Road	AM PM	1H/4M/1A	9,000	8,400 4,800	4,400 8,100	0.93 0.53	0.49 0.90	E B	B D	8,200 4,800	4,600 8,100	0.91 0.53	0.51 0.90	D B	B D
Alcosta Boulevard	AM PM	1H/4M	8,000	7,800 5,400	4,600 7,700	0.98 0.68	0.58 0.96	E C	C E	7,600 5,500	4,800 7,700	0.95 0.69	0.60 0.96	E C	C E
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1-680	AM PM	5M/1A	11,000	2,500 7,100	10,900 4,700	0.23 0.65	0.99 0.43	A C	E B	2,600 7,200	11,100 4,800	0.24 0.65	1.01 0.44	A C	F B
Dougherty Road	AM PM	5M/1A	11,000	3,200 10,400	10,600 3,900	0.29 0.95	0.96 0.35	A E	E B	3,300 10,500	10,700 4,000	0.30 0.95	0.97 0.36	A E	E B
Hacienda Drive	AM PM	5M/1A	11,000	2,900 10,500	11,100 4,100	0.26 0.95	1.01 0.37	A E	F B	3,100 10,700	11,100 4,100	0.28 0.97	1.01 0.37	A E	F B

Notes:

- 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
- 2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
- 3. Volume includes mixed flow lanes only. HOV volumes are excluded.
- 4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.



Table XVI

## Freeway Mainline Performance Year 2010 Peak Hours Mitigated

						No Proj	ect				V	Vith Pr	oject		
	Peak Hour	No. Lanes¹	Hourly Capacity <sup>2</sup>	′ Volu	ıme³	V	/C	Le	OS <sup>4</sup>	Vol	ume³	v	//C	L	OS <sup>4</sup>
I-680 South of				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Diablo Road	AM PM	1H/3M/1A	7,000	5,200 5,300	5,700 5,600	0.74 0.76	0.81	C C	D D	5,000 5,400	6,100 6,000	0.71 0.77	0.87 0.86	C D	D D
Sycamore Valley Road	AM PM	1H/3M/1A	7,000	3,900 5,100	5,800 5,000	0.56 0.73	0.83 0.71	C C	D C	4,200 5,000	5,600 5,400	0.60 0.71	0.80 0.77	C C	D D
Crow Canyon Road	AM PM	1H/3M/1A	7,000	5,500 4,400	4,200 4,800	0.79 0.63	0.60 0.69	D C	C C	5,600 4,300	4,100 5,200	0.80 0.61	0.59 0.74	D C	C C
Bollinger Canyon Road	AM PM	1H/4M/1A	9,000	7,700 4,200	3,900 7,400	0.86 0.47	0.43 0.82	D B	B	7,600 4,000	3,900 7,500	0.84 0.44	0.43 0.83	D B	B D
Alcosta Boulevard	AM PM	1H/4M	8,000	7,000 4,200	4,400 7,400	0.88 0.53	0.55 0.93	D B	C D	6,900 4,600	4,400 6,900	0.86 0.58	0.55 0.86	D C	C D
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1-680	AM PM	5M/1A	11,000	4,300 6,600	10,000 6,600	0.39 0.60	0.91 0.60	B C	D C	4,300 6,800	10,400 6,700	0.39 0.62	0.95 0.61	B C	E C
Dougherty Road	AM PM	5M/1A	11,000	4,900 9,500	9,400 4,800	0.45 0.86	0.85 0.44	B D	D B	4,800 9,600	9,600 4,600	0.44 0.87	0.87 0.42	B D	D B
Hacienda Drive	AM PM	5M/1A	11,000	3,600 10,100	10,600 4,600	0.33 0.92	0.96 0.42	A D	E B	3,500 10,300	10,800 4,400	0.32 0.94	0.98 0.40	A E	E B

Notes:

- 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
- 2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
- 3. Volume includes mixed flow lanes only. HOV volumes are excluded.
- 4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

Freeway Mainline Performance Cumulative Mitigated Peak Hours

Table XVII

						No Proj	ect				V	Vith Pro	oject		
	Peak Hour	No. Lanes¹	Hourly Capacity <sup>2</sup>	Volu	ıme³	V	'C	L	OS <sup>4</sup>	Volu	ıme³	V	/C	L	OS <sup>4</sup>
I-680 South of	11001	Lianes	Capacity	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Diablo Road	AM PM	1H/3M/1A	7,000 7,000	5,400 5,300	5,700 5,900	0.77 0.76	0.81 0.84	D C	D D	5,500 5,400	5,500 6,300	0.79 0.77	0.79 0.90	D D	D D
Sycamore Valley Road	AM PM	1H/3M/1A	7,000 7,000	4,100 5,000	5,700 5,200	0.59 0.71	0.81 0.74	C C	D C	4,200 4,800	5,500 5,400	0.60 0.69	0.79 0.77	C C	D D
Crow Canyon Road	AM PM	1H/3M/1A	7,000 7,000	5,600 4,200	4,100 5,100	0.80 0.60	0.59 0.73	D C	C C	5,500 4,300	4,100 5,200	0.79 0.61	0.59 0.74	D C	C C
Bollinger Canyon Road	AM PM	1H/4M/1A	9,000 9,000	7,900 3,800	3,700 7,700	0.88 0.42	0.41 0.86	D B	B D	7,500 3,900	3,800 7,400	0.83 0.43	0.42 0.82	D B	B D
Alcosta Boulevard	AM PM	1H/4M	8,000 8,000	7,100 4,400	4,200 7,000	0.89 0.55	0.53 0.88	D C	B D	6,800 4,500	4,400 6,700	0.85 0.56	0.55 0.84	D C	C D
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM PM	5M/1A	11,000 11,000	4,200 6,900	10,400 6,300	0.38 0.63	0.95 0.57	B C	E C	4,200 7,000	10,600 6,500	0.38	0.96 0.59	B	E C
Dougherty Road	AM PM	5M/1A	11,000 11,000	4,700 10,000	9,900 4,500	0.43 0.91	0.90 0.41	B D	D B	4,600 9,800	9,600 4,400	0.42 0.89	0.87 0.40	B D	D B
Hacienda Drive	AM PM	5M/1A	11,000 11,000	3,500 10,700	11,300 4,400	0.32 0.97	1.03 0.40	A E	F B	3,400 10,500	10,900 4,300	0.31 0.95	0.99 0.39	A E	E B

Notes:

- 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
- 2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
- 3. Volume includes mixed flow lanes only. HOV volumes are excluded.
- 4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

### Arterials

- Bollinger Canyon Road Widen the north side of Bollinger Canyon Road by one lane to provide two exclusive lanes leading to the northbound I-680 on-ramp. The forecasted high p.m. peak hour volumes upstream of the Sunset Drive intersection (5,300 vehicles westbound) will require the additional lane for adequate operation at the intersection and to allow for safe merging maneuvers.
- Crow Canyon Road Widen Crow Canyon Road by one additional travel lane to become a sixlane arterial between Dougherty Road and Tassajara Ranch Road. The need for this widening improvement and also improvements at study intersections along this portion of Crow Canyon Road may be reduced or alleviated if alternative circulation measures connecting the Dougherty and Tassajara Valleys are implemented.
- Dublin Boulevard Extend Dublin Boulevard from the Southern Pacific Railroad right-of-way in Dublin to Airway Boulevard in Livermore. According to the No Project traffic forecasts, Dublin Boulevard should provide six-lanes between Dougherty Road and the Southern Pacific R.O.W, then eight-lanes between the Southern Pacific R.O.W. and Fallon Road, then six-lanes between Fallon Road and Airway Boulevard.
- Fallon Road Extend and upgrade Fallon Road from I-580 to its intersection with Tassajara Road just south of the County line. According the No Project traffic forecasts, Fallon Road should be built as a six-lane arterial between I-580 and Tassajara Road.
- Tassajara Road Widen Tassajara Road to a four-lane arterial between Fallon Road and Dublin Boulevard. Between Dublin Boulevard and I-580, widen Tassajara Road to a six-lane arterial with a new northbound overpass that provides three through lanes.

#### Intersections

In addition, as noted in the Traffic Impacts section, fourteen intersections are significantly impacted by the No Project scenario traffic forecasts during the a.m. or p.m. peak hours. Recommended improvements within the study area are identified in Table XVIII. In several cases, most notably in the East Dublin area, the study intersections are either not yet built, or are partially improved pending adjacent development. In these cases, the recommended improvements shown in Table XVIII are better referred to as revisions to the planned improvements rather than mitigations to fully improved facilities.

One study location was found to have unacceptable future peak hour conditions (below LOS D) even with the recommended mitigation measures. The intersection of Camino Ramon at Bollinger Canyon Road is expected to operate at LOS E in the p.m. peak hour with the recommended improvements shown in Table XVIII.

## **Project Mitigations**

Several project mitigation measures were identified to provide for additional off-site street capacity, and to reduce the project demand for off-site automobile travel. The proposed on-site circulation plan provides for several important features that should be maintained to reduce automobile travel and to encourage bicycles and pedestrian travel. These features include:

• An integrated bicycle path and sidewalk plan along all arterial and collector streets.

- Park and ride lots at convenient intervals along Dougherty Road and Bollinger Canyon Road.
- Street cross-sections along Bollinger Canyon and portions of Dougherty Road that include right-of-way for a possible light rail transit extension.
- Plans to extend public transit service to provide alternative means of access within Dougherty Valley and to major off-site destinations.
- A transit center near the Village Center to encourage use of bus and/or rail facilities.

#### On-Site Mitigations

The on-site plans and policies for circulation and land use should be revised or amended to consider the following mitigation measures. Two of the mitigations relate to providing coordinated land use and transportation planning between the Dougherty Valley and the adjacent Tassajara Valley areas. Strategic planning of these two new areas together will help to lessen the demand for travel on existing roadways within the surrounding communities.

- Provide commercial and service facilities that will serve the Dougherty Valley and the neighboring communities.
- Provide information coordination services for alternative transportation including public transit, rail, and ridesharing. A Transportation Demand Management coordinator could be located in a small central office near the Village Center.
- Provide phased roadway improvements according to the Dougherty Valley Specific Plan to serve phased growth of the area.
- Plan for traffic signals at all study intersections on-site. This includes major intersections along Dougherty Road, Bollinger Canyon Road, and Windemere Parkway.

## <u>Arterials</u>

The off-site mitigation measures include the following roadway improvements which are in addition to the proposed circulation plan. It will be important to assess the fair share portion of these roadway widening improvements for Dougherty Valley in the context of other planned growth in this area.

- Crow Canyon Road Contribute to the improvement of Crow Canyon Road to a six-lane arterial between Dougherty Road and Tassajara Ranch Road.
- *Dougherty Road* Contribute to the improvement of Dougherty Road to a six-lane arterial between the County line and Dublin Boulevard.
- Tassajara Road Contribute to the improvement of Tassajara Road to a six-lane arterial between Fallon Road and Dublin Boulevard, and an eight-lane arterial between Dublin Boulevard and the I-580 WB ramps. The additional lane in each direction will be needed to carry 2010 traffic volumes from the project once Windemere Parkway is connected to Camino Tassajara.

### Intersections

In addition, several intersection improvements are identified in XVIII that will provide adequate service to the Dougherty Valley project. As previously mentioned, these mitigations address the extra increment of capacity needed to serve project travel demands. In several cases, most notably in the East Dublin area, the study intersections are either not yet built, or are partially improved pending adjacent development. In these cases, the recommended improvements shown in Table XVIII are better referred to as revisions to the planned improvements rather than mitigations to fully improved facilities.

### Unmitigatable Impacts

Several study intersections were found to have travel demands that exceed the minimum level of service even with feasible roadway improvements as described in this chapter. Each of the locations co-incidently are on Routes of Regional Significance, and will require inclusion to the Action Plan under development by the Tri-Valley Transportation Council. The Action Plan needs to identify alternative means to reduce the travel demands by either improving transit service or reducing the intensity of land development in pending General Plan Amendment areas.

The locations that cannot meet the minimum LOS standards for one or more of the study scenarios include the following:

- Bollinger Canyon Road at I-680 Northbound Off-Ramp
- Bollinger Canyon Road at Camino Ramon
- Tassajara Road at Dublin Boulevard
- · Hacienda Drive at Dublin Boulevard
- · Dougherty Road at Dublin Boulevard

Table XVIII
Study Intersection Future Mitigations

	Intersection	A		M	P	M	Recommended Mitigation
ID	Location	Scenario	V/C	LOS	V/C	LOS	
505	Camino Tassajara at Diablo Road	2000 NP (1) 2000 P (1) 2010 NP (1) 2010 P (1) Cumul (1)	0.74 0.73 0.88 0.74 0.79	C C D C	0.66 0.66 0.67 0.63 0.68	B B B B	(1) EB: widen/restripe to one right-turn lane and one through lane;
506	Camino Tassajara at Sycamore Valley Road	2000 P (1) 2010 NP (1) 2010 P (2) Cumul (1,2)	0.81 0.81 0.79 0.83	D C C D	0.72 0.88 0.78 0.81	C D C D	<ul><li>(1) WB: widen/restripe to one right and two through lanes.</li><li>(2) SB: restripe to one shared left/right and one left-turn lane.</li></ul>
514	Alcosta Boulevard at Crow Canyon Road	2010 P (1) Cumul (1)	0.84 0.86	D D	0.85 0.87	D D	(1) NB: revise signal control to overlap right-turns with EB left-turns.
515	Camino Ramon at Crow Canyon Road	Cumul (1)	0.78 0.80	С	0.80 0.84	С	(1) WB: restripe to shared right and through, two through and two left-turns.
521	Camino Ramon at Bollinger Canyon Road	2000 NP (1) 2000 P (1) 2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.74 0.82 0.84 0.90 0.91	C D D D	0.86 0.88 0.98 0.99 0.97	D D E E	<ol> <li>SB: widen/restripe/change signal to two right-turn lanes overlapping with EB left;</li> <li>WB: widen/restripe to one right, three through and two left-turn lanes;</li> <li>EB: widen/restripe to one right, three through and two left-turn lanes.</li> <li>NB: widen to add one right-turn lane.</li> </ol>
522	Alcosta Boulevard at Bollinger Canyon Road	2000 P (1) 2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.80 0.82 0.85 0.89	C D D	0.86 0.80 0.85 0.83	D C D	<ol> <li>SB: widen/restripe to one right, two through and one left lane.</li> <li>NB: widen/restripe to one right, two through and one left lane.</li> <li>WB: add one through lane;</li> <li>EB: widen/restripe to one right, three through and two left-turn lanes.</li> </ol>
564	Blackhawk Road at Camino Tassajara	2000 P (1) 2010 NP (1,2) 2010 P (1,2,3) Cumul (1,2,3,4)	0.79 0.86 0.84 0.87	C D D	0.77 0.87 0.81 0.89	C D D	<ol> <li>NB: add second left-turn lane;         EB: restripe existing third through to exclusive right-turn. –</li> <li>EB: add second right-turn lane.</li> <li>SB: widen/restripe to add third through lane;</li> <li>EB: widen/restripe to add third through and overlap right-turn with NB left.</li> </ol>

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project

## Table XVIII (cont'd) Study Intersection Future Mitigations

Intersection			A	AM		PM	Recommended Mitigation	
ID	Location	Scenario	V/C	LOS	V/C	LOS		
945	I-680 NB on-ramp at Sycamore Valley Road	2000 P (1) Cumul (1,2)	0.82 0.66	D B	0.83 0.79	D C	(1) NB: widen/restripe to one right, two through and one left-turn lane. (2) EB widen/restripe to add thrid through lane to Brookside Drive.	
953	I-680 NB off-ramp at Bollinger Canyon Road	Cumul (1)	0.95 0.94	Е	0.84 0.83	D	(1) NB: widen right turn radius, construct raised island to convert curb right-turn lane to a free right-turn lane; restripe 2nd right turn lane to stay under signal control. Modify signal control.	
1369	Dougherty Road at Crow Canyon Road	2010 P (1) Cumul (1)	0.71 0.71	C C	0.75 0.80	C C	(1) NB: modify traffic signal to overlap right-turns with WB left-turns; EB: widen/restripe to one right and three through lanes.	
1385	Sunset Drive at Bollinger Canyon Road	2000 NP (1) 2000 P (1) 2010 NP (1) 2010 P (1) Cumul (1)	0.82 0.87 0.82 0.87 0.86	D D D D	0.77 0.78 0.87 0.90 0.89	C C D D	(1) NB: restripe to one shared right-through lane and two left-turn lanes. SB: widen Bollinger Canyon Road between Sunset Drive and NB I-680 on-ramp to provide second exclusive northbound on-ramp. Convert existing dual right-turn lanes into single free flow right turn lane.	
2201	Airway Boulevard at Dublin Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.85 0.87 0.78	D D E	0.88 0.87 0.89	D D D	<ul> <li>(1) EB: add third through lane.</li> <li>(2) WB: add third through lane;</li> <li>NB: add second right-turn lane;</li> <li>EB: add second right-turn lane.</li> </ul>	
2253	Village Parkway at I-680 NB off	2010 NP (1) 2010 P (1) Cumul (1)	0.61 0.61 0.81	B B D	0.72 0.88 0.86	C D D	(1) EB: restripe to one shared right and left and one exclusive left-turn lane.	
2280	Dougherty Road at Amador Valley Road	2010 P (1) Cumul (1,2)	0.81 0.89	D D	0.78 0.83	C D	<ul> <li>(1) SB: widen/restripe to one right and three through lanes;</li> <li>NB: add second left-turn lane.</li> <li>(2) EB: add second right-turn lane and signal overlap with NB left-turns.</li> </ul>	
2290	Dougherty Road at S.P. right-of-way	2010 P (1) Cumul (1)	0.45 0.61	A B	0.69 0.89	B D	(1) SB: add second left-turn lane; WB: add second right-turn lane.	

Notes: P = Project, NP = No Project, Cumul = Cumulative

Table XVIII (cont'd)
Study Intersection Future Mitigations

Intersection			A	M	F	M	Recommended Mitigation
ID	Location	Scenario	V/C	LOS	V/C	LOS	
2291	Southern Pacific ROW at Dublin Extension  Dougherty Road at Dublin Boulevard	2010 NP (1) 2010 P (1,2) Cumul (1,2) 2000 NP (1) 2000 P (1) 2010 NP (1,2)	0.89 0.75 0.77 0.64 0.75 0.81	D C C	0.58 0.56 0.86 0.80 0.88 0.82	A A D C D	<ol> <li>SB: add second left-turn lane.</li> <li>WB: add fourth through lane;         EB: add second left-turn lane.</li> <li>WB: add second left-turn lane.</li> <li>SB: add second left-turn lane.</li> <li>SB: add fourth through lane;</li> </ol>
		2010 P (1,2,3) Cumul (1,2,3,4)	0.92 0.76	E C	0.92 0.94	E E	NB: widen/restripe to provide separate right-turn lane;  (4) WB: restripe third through lane to make room for a second EB right-turn lane;  EB: add second right-turn lane and overlap with NB left-turn.
2309	Hopyard Road at I-580 EB off	Cumul (1)	0.87	D	0.73	С	(1) SB: add third through lane. (Planned with new overpass construction).
2322	Tassajara Road at I-580 WB off	2010 P (1) Cumul (1)	0.54 0.66	A B	0.67 0.70	B B	(1) NB: add third through lane. Requires new overpass to I-580.
2323	Santa Rita Road at I-580 EB off	2000 NP (1) 2000 P (1,2) 2010 NP (1,2,3) 2010 P (1,2,3) Cumul (1,2,3)	0.54 0.54 0.70 0.72 0.80	A A B C C	0.87 0.86 0.87 0.82 0.85	D D D D	<ul> <li>(1) EB: add separate through lane.</li> <li>(2) SB: add second left-turn lane;</li> <li>(3) NB: add third through lane.</li> </ul>
2383	Fallon Road at Dublin Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.89 0.84 0.88	D D D	0.75 0.68 0.88	C B D	<ol> <li>SB: add separate right-turn lane;</li> <li>WB: add separate right-turn lane, and second left-turn lane;</li> <li>NB: add second left-turn lane.</li> <li>SB: add third through lane and second left-turn lane.</li> <li>NB: add second right-turn, third through lane.</li> </ol>

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project

Table XVIII (cont'd)
Study Intersection Future Mitigations

Intersection			A	M	I	PM	Recommended Mitigation
ID	Location	Scenario	V/C	LOS	V/C	LOS	
2384	Tassajara Road at Dublin Extension	2000 NP (1) 2000 P (1) 2010 NP (1,2) 2010 P (1,2,3) Cumul (1,2,3,4)	0.88 0.81 0.88 0.96 0.87	D D D E D	0.78 0.80 0.80 0.81 1.01	C C C D F	<ol> <li>WB: add third through lane and second left-turn lane;         NB: add second left-turn lane;         EB: add third through lane.</li> <li>SB: add second right-turn lane and overlap with EB left-turns;         WB: add fourth through lane;         NB: add second right-turn lane.</li> <li>NB: overlap right-turns with WB left-turns;         EB: add second right-turn lane and overlap right-turns with NB left-turns.</li> <li>SB: add second right-turn lane;</li> </ol>
2385	Hacienda Drive at Dublin Extension	2000 P (1) 2010 NP (1,2) 2010 P (1,2) Cumul (1,2)	0.86 0.86 0.86 0.98	D D D E	0.87 0.78 0.76 1.13	D C C F	<ul> <li>(1) WB: add fourth through lane.</li> <li>(2) NB: restripe exclusive right-turn to free right-turn lane (Dublin Bl. east leg should have fourth lane to receive free right-turn);</li> <li>EB: widen/restripe to two right-turn, three through and one left-turn lanes and overlap right-turns with SB left-turns.</li> </ul>
2514	Tassajara Road at Fallon Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2,3)	0.85 0.80 0.89	D C D	0.59 0.54 0.80	A C C	<ul> <li>(1) WB: add second left-turn lane; NB: widen/restripe to two right, two through and one left-turn lane.</li> <li>(2) SB: add third through lane; NB: add second two left-turn lane;</li> <li>(3) EB: restripe right-turn lane to free right-turn lane.</li> </ul>

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project

### Study Participants and References

### **Study Participants**

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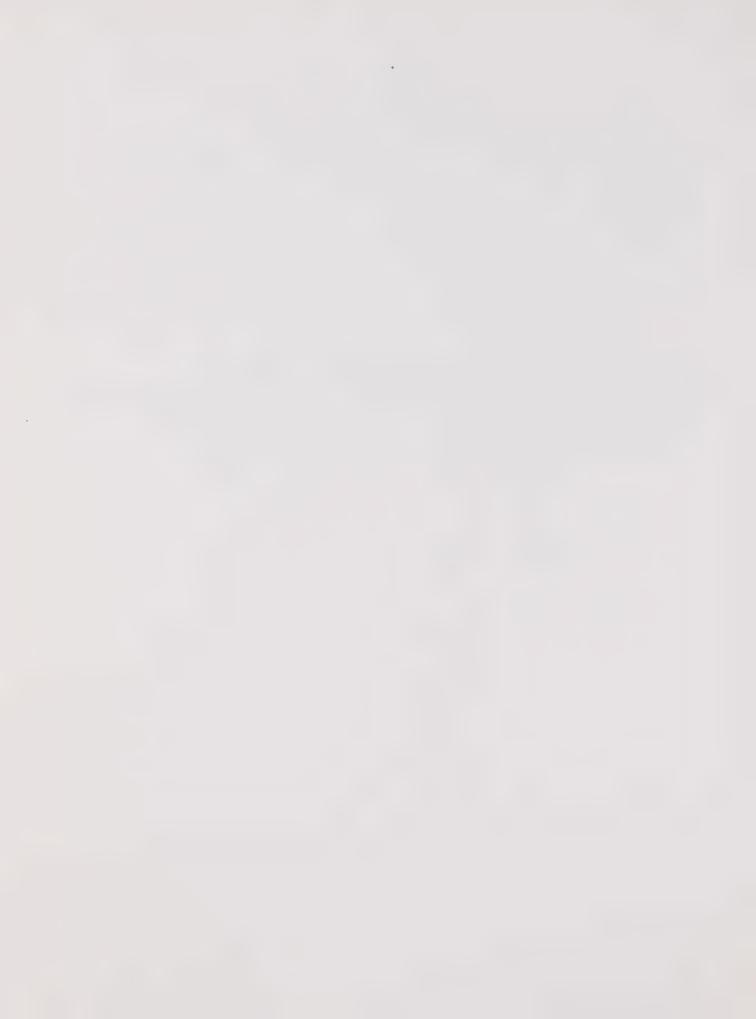
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- 4. City of San Ramon, Draft Environmental Impact Report, Dougherty Valley Specific Plan Area, 1991.
- 5. Economic and Planning Systems, Preliminary Growth Forecast for Years 2000 and 2010, Constrained to ABAG's Projections 90 Forecast for Tri-Valley Area, 2/3/92.
- 6. Alameda County, Feasibility Study for Light Rail Transit: Tri-Valley Area Transportation Corridors, 1985.
- 7. PBR, Dougherty Valley Specific Plan, Draft, December 1991.

### Appendix D-2. Level of Service Definitions







### DESCRIPTION OF CCTA SIGNALIZED INTERSECTION CAPACITY ANALYSIS METHODOLOGY

The CCTA intersection capacity analysis methodology is described in detail in the Technical Procedures Manual of the CCTA, January, 1991. It is identical to the Circular 212 Planning methodology except that the lane capacity has been increased from 1500 vph to between 1650 to 1800 vph based on saturation flow measurements taken at four intersections in Contra Costa County. (See following Table 9 from the Technical Procedures manual.)

On average, saturation flow rates for left turn lanes were over 10 percent lower than for through lanes. However, insufficient data was collected to provide statistical accuracy for the averages. Thus, saturation flow rates for through lanes are equal to those for turn lanes.

This methodology determines the critical movement for each phase of traffic. It then sums the critical volume-to-capacity ratio by phase to determine the intersection volume-to-capacity ratio. Circular 212, on the other hand, sums the critical movement volumes themselves and compares them to the total capacity of the intersection to determine, in effect, the V/C ratio of the intersection as a whole.

Right turn on red adjustments are accounted for as well as unequal distribution of turn volumes in double turn lanes. For more information, see Circular 212 and the CCTA Technical Procedures Manual.

The volume-to-capacity ratio is related to Level of Service. The following Table 1 depicts the relationship between the V/C ratio and Level of Service. An intersection operating at capacity would operate at LOS E. Level of Service F is not possible for existing conditions, but can be forecasted for future conditions when volume projections exceed existing capacities.

The intersection capacity work sheets use a code to identify different lane configurations. This nomenclature is described on the following Table 2.

### TABLE 1

#### SUMMARY OF LEVELS OF SERVICE FOR INTERSECTIONS

Level of Service	Type of Flow	<u>Delay</u>	Maneuverability	V/C Ratio <sup>1</sup>
Α	Stable Flow	Very slight or no delay. If signalized, conditions are such that no approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.	0.00-0.60
В	Stable Flow	Slight delay. If signalized, an occasional approach phase is fully utilized.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	0.61-0.70
С	Stable Flow	Acceptable delay. If signalized, a few drivers arriving at the end of a queue may occasionally have to wait through one signal cycle.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71-0.80
D .	Approaching Unstable Flow	Tolerable delay. Delays may be substantial during short periods, but excessive back-ups do not occur.	Maneuverability is severely limited during short periods due to temporary back-ups.	0.81-0.90
E	Unstable Flow	Intolerable delay. Delay may be great-up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.	0.91-1.00
F	Forced Flow	Excessive delay.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	Varies¹

In general, volume-to-capacity ratios cannot be greater than 1.00, unless the lane capacity assumptions are too low. Also, if future demand projections are considered for analytical purposes, a ratio greater than 1.00 might be obtained, indicating that the projected demand would exceed the capacity.

References:

<sup>-</sup> Highway Capacity Manual, Special Report No. 209, Transportation Research Board, 1985.

<sup>-</sup> Highway Capacity Manual, Special Report No. 87, Highway Research Board, 1965.

<sup>-</sup> TJKM

# Table 2 Description of Lane Configuration Format

The number of lanes and the use of the lanes is denoted with a special nomenclature described below:

Lane Nor	nenclature	
X.Y	Where X	Denotes the total number of lanes available for a particular movement.
	Y	Denotes how the lanes are used.
When	Y is	The following applies:
0	1.0 R 1.0 T 1.0 L	A lane used exclusively for a particular movement (i.e. exclusive left-turn lane).
1	1.1 R 2.1 T 1.0 L	A lane which is shared, that is, either of two different movements can be made from a particular lane (i.e. a lane which is shared by through and right-turn traffic).
2	1.1 R 	Denotes two or more through lanes in which two lanes are shared, one with left-turn traffic, the other with right-turn traffic.
4	1.4 R 2.1 T 1.0 L	Denotes a right-turn movement from a wide outside lane where right-turn vehicles can bypass through traffic sharing the lane to make a right-turn on red.
5	1.5 R 	Denotes a right-turn movement from an exclusive right-turn lane with a right-turn arrow and prohibition on the conflicting U-turn movement.
6	1.6 R 3.1 T 1.0 L	Denotes a right-turn movement from a shared lane with a right-turn arrow and prohibition on the conflicitng U-turn movement.
7,8,9		Denotes a turning movement which has a separate lane to turn into, as shown below:
7	1.7 R 2.1 T 1.0 L	Turn lane which is shared with a through lane or left-turn lane and under signal control, and which has its own lane to turn into. There must be at least two through lanes.
8	1.8 R 2.0 T 1.0 L	Exclusive turn lane which is under signal control, and which has its own lane to turn into.
9	1.9 R 2.0 T 1.0 L	Exclusive turn lane <b>not</b> under signal control and which has an exclusive lane to turn into, often referred to as a "free" turn. Since the volumes in this lane do not conflict with other intersection movements, the V/C ratio of the free right-turn movement is not included in the sum of critical V/C ratios.

Table 9
Contra Costa County Growth Management Program
LEVEL OF SERVICE RANGES<sup>1</sup>

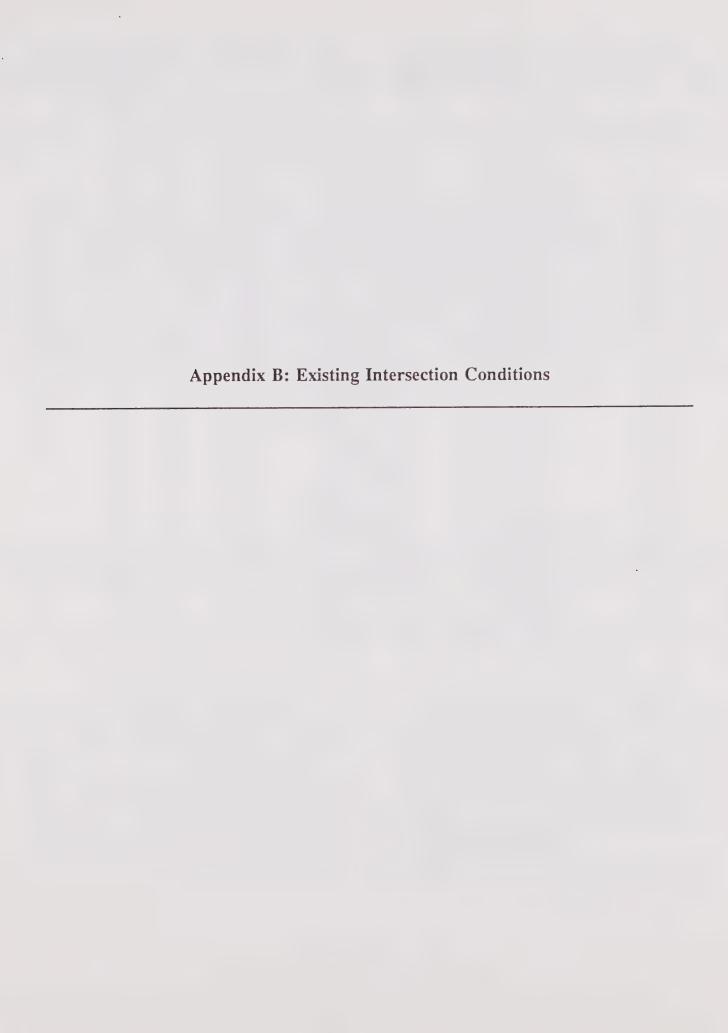
	Ŋ	MAXIMUM SU	M OF CRITICAL VOLUMES
LOS V/C <sup>2</sup>	2-Phase	3-Phase	4+-Phase
$A \leq 0.60$	1,080	1,030	990
B 0.61 - 0.70	1,260	1,200	1,160
C 0.71 - 0.80	1,440	1,380	1,320
D 0.81 - 0.90	1,620	1,550	1,490
E 0.91 - 1.00	1,800	1,720	1,650
F		Not A	Applicable

Modified Table 6, Circular 212

V/C ratios are based on Circular 212 planning method. Therefore maximum sums of critical volumes do not match Table 6 in Circular 212.

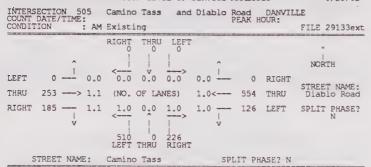
## **Appendix D-3.** Existing Intersection Conditions





CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/10/92 CONDITION : Existing (1990) Traffic FILE 29133ext

INTERSECTION N-S STREET E-W STREET V/C LOS V/C LOS --- --- ---



			3 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	226 510	100 * 510	1720 1720	0.0581 0.2965	0.2965
ЕВ	RIGHT (R) THRU (T) T + R	185 253	185 253 438	1720 1720 1720	0.1076 0.1471 0.2547	0.2547
WB	THRU (T) LEFT (L)	554 126	554 126	1720 1720	0.3221 0.0733	0.0733
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.62 B

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	LEFT THRU RIGHT	
STREET NAME:	Camino Tass	SPLIT PHASE? N

	5 PHASE SIGNAL									
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	36 193	14 * 193	1650 1650	0.0085 0.1170	0.1170				
EB	THRU (T) LEFT (L)	183 22	183 22	3300 1650	0.0555 0.0133	0.0133				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	294 644 0	294 644 0 938	1650 3300 1650 3300	0.1782 0.1952 0.0000 0.2842	0.2842				

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

505 Camino Tass and Diablo Road DANVILLE PM Existing FILE 29133ext NORTH 0.0 0.0 0.0 5.0 LEFT 0.0 0 RIGHT THRU 533 ---> 1.1 (NO. OF LANES) 1.0<--- 345 THRU 1.0 124 LEFT SPLIT PHASE? 302 0 85 LEFT THRU RIGHT STREET NAME: Camino Tass SPLIT PHASE? N

	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	85 302	0 * 302	1720 1720	0.0000 0.1756	0.1756				
EB	RIGHT (R) THRU (T) T + R	463 533	463 533 996	1720 1720 1720	0.2692 0.3099 0.5791	0.5791				
WB	THRU (T) LEFT (L)	345 124	345 124	1720 1720	0.2006 0.0721	0.0721				
TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:										

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

	STREET NA	AME: Cami	no Tass	SPL.	IT PHASE?	N
			5 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	23 286	286	1650 1650	0.0012 0.1733	0.1733
EB	THRU (T) LEFT (L)	465 . 21	465 21	3300 1650	0.1409 0.0127	0.0127
WB	RIGHT (R) THRU (T) LEFT (L) T + R	157 375 0	157 375 0 532	1650 3300 1650 3300	0.0952 0.1136 0.0000 0.1612	0.1612
		CUME-TO-CAP	ACITY RATIO			0.35 A

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Existing FII FILE 29133ext THRU NORTH 0.0 0.0 0.0 0.0 0.0 0 RIGHT LEFT STREET NAME: Crow Canyon 3.0<--- 1256 THRU 344 ---> 3.1 (NO. OF LANES) THRU 2.0 0.0 1.0 1.0 --- 519 LEFT SPLIT PHASE? 187 0 166 LEFT THRU RIGHT

	STREET NA	AME: Alco:	sta Blvd.	SPL.	ET PHASE?	N
			3 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	166 187	0 * 187	1720 3127	0.0000 0.0598	0.0598
EB	RIGHT (R) THRU (T) T + R	166 344	166 344 510	1720 5160 5160	0.0965 0.0667 0.0988	0.0988
WB	THRU (T) LEFT (L)	1256 519	1256 519	5160 1720	0.2434	0.3017
		LUME-TO-CAP.	ACITY RATIO			0.46 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 9/28/92

Camino Ramon and Crow Canyon San Ramon
September 1988 San Ramon NTERSECTION FILE 29133ext RIGHT NORTH 183 -1.1 2.1 1.0 1.1 ---66 RIGHT STREET NAME: Crow Canyon (NO. OF LANES) 3.1<--- 1307 THRU 2.0 1.0 1.0 1.0 -220 LEFT 87 46 34 LEFT THRU RIGHT

	STREET	NAME .	Camino	Ramon	SPLIT	PHASE?	Y
===2							

	6 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	34 46 87	0 * 46 87	1650 1650 3000	0.0000 0.0279 0.0290	0.0290		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	30 72 30	30 72 30 102	1650 3300 1650 3300	0.0182 0.0218 0.0182 0.0309	0.0309		
EB	RIGHT (R) THRU (T) LEFT (L)	884 569 183	836 * 569 183	1650 4950 1650	0.5067 0.1149 0.1109	0.5067		
WB	RIGHT (R) THRU (T) LEFT (L) T + R	1307 220	66 1307 220 1373	1650 4950 1650 4950	0.0400 0.2640 0.1333 0.2774	0.1333		
20.00	TOTAL VOLUME-TO-CAPACITY RATIO: 0.70 INTERSECTION LEVEL OF SERVICE: B							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON COUNT DATE/TIME: 11/13/90 4:00-6:00 PM PEAK HOUR: 5:00-6:00 PM CONDITION : PM Existing FILE 29133ext RIGHT THRU ^ NORTH < 0.0 0.0 0.0 > 0.0 0.0 0 RIGHT STREET NAME: Crow Canyon THRU 1147 ---> 3.1 (NO. OF LANES) 3.0<--- 585 THRU 1.0 -<--- 0.0 1.0 <---> 250 LEFT SPLIT PHASE? RIGHT 225 ---1.1 234 0 593 LEFT THRU RIGHT

	STREET NA	AME: Alcos	sta Blvd.	SPL.	IT PHASE?	N
27.02.2			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	593 234	343 * 234	1720 3127	0.1994 0.0748	0.1994
EB	RIGHT (R) THRU (T) T + R	225 1147	225 1147 1372	1720 5160 5160	0.1308 0.2223 0.2659	0.2659
WB	THRU (T) LEFT (L)	585 250	585 250	5160 1720	0.1134 0.1453	0.1453
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.61 B

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 515			San Ramon HOUR: PM
	Existing		FILE 29133ext
	RIGHT THRU I	EFT 15	^ 1
^		^	NORTH
LEFT 99 1.0		.0 1.1 11	7 RIGHT STREET NAME:
THRU 1060> 3.0	(NO. OF LANES	3.1< 775	
RIGHT 168 1.0		.0 1.0 14! v	D LEFT SPLIT PHASE?
	554 143 20 LEFT THRU R	IGHT	

		LEF?	THRU RIGH	T			
	STREET NA	ME: Camir	no Ramon	SPLI	T PHASE?	Y	
20012			6 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	202 143 554	53 * 143 554	1650 1650 3000	0.0321 0.0867 0.1847	0.1847	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	137 93 115	137 93 115 230	1650 3300 1650 3300	0.0830 0.0282 0.0697 0.0697	0.0830	
EB	RIGHT (R) THRU (T) LEFT (L)	168 1060 99	0 * 1060 99	1650 4950 1650	0.0000 0.2141 0.0600	0.2141	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	117 775 149	117 775 149 892	1650 4950 1650 4950	0.0709 0.1566 0.0903 0.1802	0.0903	
-=:			ACITY RATIO: OF SERVICE:			0.57 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

9/28/92

INTERSECTION 518 San Ramon Vly and Crow Canyon San Ramon COUNT DATE/TIME: DKS

CONDITION: AM Existing PEAK HOUR: AM FILE 29133ext

RIGHT THRU LEFT 131 202 231 NORTH

LEFT 108 — 2.0 1.1 3.1 2.0 1.0 441 RIGHT

THRU 759 —> 3.0 (NO. OF LANES) 3.0<--- 1087 THRU Crow Canyon NORTH

STREET NAME: Crow Canyon HOUR: AM FILE 29133ext

ONORTH

STREET NAME: Crow Canyon OF LANES NORTH

131 202 231 NORTH

STREET NAME: Crow Canyon OF LANES NORTH

STREET NAME: NORTH

ONORTH

LEFT 182 — 1.0 2.0 2.0 1.0 2.0 -- 567 LEFT SPLIT PHASE? NORTH

ONORTH

LEFT THRU RIGHT NORTH

ONORTH

STREET NAME: NORTH

ONORTH

ONORTH

ONORTH

STREET NAME: NORTH

ONORTH

ON

	STREET NA	ME: San	Ramon Vly	SPL	IT PHASE?	N
			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	294 168 67	0 * 168 67	1650 3300 3000	0.0000 0.0509 0.0223	0.0509
SB	RIGHT (R) THRU (T) LEFT (L) T + R	131 202 231	131 202 231 333	1650 4950 3000 4950	0.0794 0.0408 0.0770 0.0673	0.0770
EB	RIGHT (R) THRU (T) LEFT (L)	132 759 108	95 * 759 108	1650 4950 3000	0.0576 0.1533 0.0360	0.1533
WB	RIGHT (R) THRU (T) LEFT (L)	441 1087 567	314 * 1087 567	1650 4950 3000	0.1903 0.2196 0.1890	0.1890
	TOTAL VOI		ACITY RATIO: OF SERVICE:	:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.47 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

LEFT THRU RIGHT

	SIREEI NA	wie: canti	no ramon	35.	II SUMPE:	14
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	109 67	0 * 67	3000 3000	0.0000 0.0223	0.0223
EB	THRU (T) LEFT (L)	493 788	493 788	4950 3000	0.0996 0.2627	0.2627
WB	RIGHT (R) THRU (T) T + R	376 1018	376 1018 1394	1650 4950 4950	0.2279 0.2057 0.2816	0.2816
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.57 A

SDITT DHASES N

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	SINEEL N	APIE: Jali	Califor ATA	357.	II EUWOE:	14	
			6 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	615 331 184	386 * 331 184	1650 3300 3000	0.2339 0.1003 0.0613	0.2339	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	142 288 424	142 288 424 430	1650 4950 3000 4950	0.0861 0.0582 0.1413 0.0869	0.1413	
EB	RIGHT (R) THRU (T) LEFT (L)	99 1174 240	0 * 1174 240	1650 4950 3000	0.0000 0.2372 0.0800	0.2372	
WB	RIGHT (R) THRU (T) LEFT (L)	384 1026 417	151 * 1026 417	1650 4950 3000	0.0915 0.2073 0.1390	0.1390	
		LUME-TO-CAPA TION LEVEL (				0.75 C	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 521 COUNT DATE/TIME:	Camino Ramon and	Bollinger Cyn San Ra PEAK HOUR:	mon
	Existing	PLAN HOOK:	FILE 29133ext
	RIGHT THRU LEFT 655 0 578		
Ī	<>	Î	NORTH
LEFT 115 2.0	2.0 0.0 2.0	1.1 118 RIGHT	STREET NAME:
THRU 1198> 3.0	(NO. OF LANES)	3.1< 682 THRU	Bollinger Cyn
RIGHT 0 0.0	0.0 0.0 0.0 <	0.0 0 LEFT	SPLIT PHASE? N
STREET NAME:	Camino Ramon	SPLIT PHASE? N	

****			4 PHASE SIG	SNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	655 578	592 * 578	3000 3000	0.1973 0.1927	0.1973			
EB	THRU (T) LEFT (L)	119 <b>8</b> 115	1198 115	4950 3000	0.2420	0.2420			
WB	RIGHT (R) THRU (T) T + R	118 682	118 682 800	1650 4950 4950	0.0715 0.1378 0.1616				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.44 INTERSECTION LEVEL OF SERVICE: A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/5/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: 11/01/90 7:00-9:00 AM PEAK HOUR: 7:15-CONDITION : AM Existing 115-8:15 AM FILE 29133ext NORTH 1.0 --- 82 RIGHT 1.1 2.1 1.0 LEFT STREET NAME: Bollinger Cyn --> 2.0 (NO. OF LANES) 2.0<--- 300 THRU THRU SPLIT PHASE? 2.0 2.1 1.1 1.0 ---75 --- 1.0 RIGHT 557 380 38 LEFT THRU RIGHT SPLIT PHASE? N emprem NAME: Alcosta Blod

	SIREEI NA	MIC: ALCO:	sta bivu.	SEBLI FIRESC. (4				
			8 PHASE SIG	NAL				
~ ~ ~	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	CHRU (T) 380 380 SEFT (L) 557 557 1 + R 48 RIGHT (R) 147 147 CHRU (T) 225 225 EFT (L) 35 35		1650 3300 3000 3300	0.0230 0.1152 0.1857 0.1267	0.1857		
SB	THRU (T)			1650 3300 1650 3300	0.0891 0.0682 0.0212 0.1127	0.1127		
EB	RIGHT (R) THRU (T) LEFT (L)	75 72 88	0 * 72 88	1650 3300 1650	0.0000 0.0218 0.0533	0.0533		
WB	RIGHT (R) THRU (T) LEFT (L)	. 300 . 75	47 * 300 75	1650 3300 1650	0.0285 0.0909 0.0455	0.0909		
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44 INTERSECTION LEVEL OF SERVICE: A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE COUNT DATE/TIME: 12/05/90 7:00-9:00 AM PEAK HOUR: 7:45-8:45 AM CONDITION : AM Existing FILE 29133es

RIGHT THRU LEFT 202 387 67

LEFT 150 -- 1.0 1.0 2.0 1.0 1.0 -- 95 RIGHT
THRU 180 ---> 2.0 (NO. OF LANES) 2.0<-- 187 THRU Camino Tass.
RIGHT 179 -- 1.0 2.0 1.0 1.0 -- 197 LEFT SPLIT PHASE?

V

112 191 116

STREET	MAMP o	Blackhawk	Dal	TTIGS	PHASE?	N

	8 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L)	116 191 112	0 * 191 112	1650 3300 1650	0.0000 0.0579 0.0679	0.0679						
SB	RIGHT (R) THRU (T) LEFT (L)	202 387 67	52 * 387 67	1650 3300 1650	0.0315 0.1173 0.0406	0.1173						
EB	RIGHT (R) THRU (T) LEFT (L)	179 180 150	67 * 180 150	1650 3300 1650	0.0406 0.0545 0.0909	0.0545						
WB	RIGHT (R) THRU (T) LEFT (L)	95 187 197	28 * 187 197	1650 3300 1650	0.0170 0.0567 0.1194	0.1194						
	TOTAL VOI	LUME-TO-CAPA	ACITY RATIO:			0.36 A						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	DATE/TIME:	Alcos 11/01/90 PM Exist	4:00	d. and -6:00	Bollinge PM P	r Cyn EAK H	SAN RA OUR: 4:	MON 30-5:30 PM FILE 29133ext
		RIGHT	THRU 565					^
	^	1			^			NORTH .
LEFT	292 1	.0 1.1	2.1	5.0	1.0	84	RIGHT	amprim Name A
THRU	347> 2	.0 (NO.	OF LA	NES)	2.0<	133	THRU	STREET NAME: Bollinger Cyn
RIGHT	.478 1	.0 2.0	2,1	1.1	1.0 -	87	LEFT	SPLIT PHASE?
	V		1	1	v			
		125 LEFT		93 RIGHT				4

	STREET NA	ME: Alcos	sta Blvd.	SPLI	IT PHASE?	PHASE? N		
			8 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	93 414 125	93 414 125 507	1650 3300 3000 3300	0.0564 0.1255 0.0417 0.1536	0.0417		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	121 565 119	121 565 119 686	1650 3300 1650 3300	0.0733 0.1712 0.0721 0.2079	0.2079		
EB	RIGHT (R) THRU (T) LEFT (L)	478 347 292	409 * 347 292	1650 3300 1650	0.2479 0.1052 0.1770	0.2479		
WB	RIGHT (R) THRU (T) LEFT (L)	84 133 87	0 * 133 87	1650 3300 1650	0.0000 0.0403 0.0527	0.0527		
SEC. SEC. SE		LUME-TO-CAP	ACITY RATIO OF SERVICE:			0.55 A		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE COUNT DATE/TIME: 12/04/90 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM CONDITION : PM Existing PM Exist PM Exi

STREET NAME: Blackhawk Rd. SPLIT PHASE? N

	JIREEI IN	TE DIGGI	TILLIAN COLL	~				
			8 PHASE SIG	SNAL				
=23	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	165 313 189	30 * 313 189	1650 3300 1650	0.0182 0.0948 0.1145	0.1145		
SB	RIGHT (R) THRU (T) LEFT (L)	197 229 99	0 * 229 99	1650 3300 1650	0.0000 0.0694 0.0600	0.0694		
EB	RIGHT (R) THRU (T) LEFT (L)	105 287 210	0 * 287 210	1650 3300 1650	0.0000 0.0870 0.1273	0.1273		
WB	RIGHT (R) THRU (T) LEFT (L)	114 204 135	15 * 204 135	1650 3300 1650	0.0091 0.0618 0.0818	0.0618		
2.75	TOTAL VOI		ACITY RATIO		****	0.37 A	****	

\* ADJUSTED FOR RIGHT TURN ON RED

9/28/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: 11/01/90 4:00-6:00 PM PEAK HOUR: 4:30-5:30 PM CONDITION : PM Existing FILE 29133ext

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: 11/01/90 7:00-9:00 AM PEAK HOUR: 7:15-8:15 AM CONDITION : AM Existing FILE 29133ext THRU LEFT NORTH 1.1 2.1 2.0 1.0 -LEFT 82 RIGHT STREET NAME: Bollinger Cyn THRU 72 ---> 2.0 (NO. OF LANES) 2.0<---300 THRU 2.0 2.1 1.1 1.0 -RIGHT 75 -1.0 75 LEFT SPLIT PHASE? LEFT THRU RIGHT STREET NAME: Alcosta Blvd. SPLIT PHASE? N

			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	38 380 557	38 380 557 418	1650 3300 3000 3300	0.0230 0.1152 0.1857 0.1267	0.1857
SB	RIGHT (R) THRU (T) LEFT (L) T + R	147 225 35	147 225 35 372	1650 3300 3000 3300	0.0891 0.0682 0.0117 0.1127	0.1127
EB	RIGHT (R) THRU (T) LEFT (L)	75 72 88	0 * 72 88	1650 3300 1650	0.0000 0.0218 0.0533	0.0533
WB	RIGHT (R) THRU (T) LEFT (L)	82 300 75	63 * 300 75	1650 3300 1650	0.0382 0.0909 0.0455	0.0909
		UME-TO-CAPA				0.44 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

NTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE CUNT DATE/TIME: 12/05/90 7:00-9:00 AM PEAK HOUR: 7:45-8:45 AM ONDITION : AM Existing FILE 29133ext THRU 387 NORTH 1.0 2.0 1.0 STREET NAME: Camino Tass. 180 -(NO. OF LANES) 2.0<--- 187 THRU THRU --> 2.0 1.0 2.0 1.0 197 SPLIT PHASE? 179 --- 1.0 1.0 ---LEFT RIGHT

		112 LEF	191 116 THRU RIGH	łT							
STREET NAME: Blackhawk Rd. SPLIT PHASE? N											
8 PHASE SIGNAL											
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	116 191 112	0 * 191 112	1650 3300 1650	0.0000 0.0579 0.0679	0.0679					
SB	RIGHT (R) THRU (T) LEFT (L)	202 387 67	52 * 387 67	1650 3300 1650	0.0315 0.1173 0.0406	0.1173					
EB	RIGHT (R) THRU (T) LEFT (L)	179 180 150	67 * 180 150	1650 3300 1650	0.0406 0.0545 0.0909	0.0545					
WB	RIGHT (R) THRU (T) LEFT (L)	95 187 197	28 * 187 197	1650 3300 1650	0.0170 0.0567 0.1194	0.1194					
	TOTAL VOI	UME-TO-CAP	ACITY RATIO			0.36					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

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RIGHT THRU LEFT NORTH 1.0 2.1 2.0 LEFT 84 RIGHT STREET NAME: Bollinger Cyn 347 ---> 2.0 (NO. OF LANES) 2.0<---133\_THRU THRU 2.0 2.1 87 LEFT SPLIT PHASE? RIGHT 478 -1.0 1.0 STREET NAME: Alcesta Blvd. SPLIT PHASE? N 8 PHASE SIGNAL ORIGINAL VOLUME ADJUSTED VOLUME\* CRITICAL V/C CAPACITY 0.0564 0.1255 0.0417 0.1536 414 125 507 THRU (I) LEFT (L) T + R 0.0417 RIGHT (R) THRU (T) LEFT (L) T + R 1650 3300 3000 3300 0.0733 0.0397 0.2079 RIGHT (R) 409 0.2479 0.2479 THRU (T) LEFT (L) 347 292 347 RIGHT (R) THRU (T) LEFT (L) 19 133 87 0.0115 0.0403 0.0527 WB 0.0527 TOTAL VOLUME TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TORN ON RED

Developed by TAXM transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
COUNT DATE/TIME: 12/04/90 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM
CONDITION : PM Existing FILE 29133ext NORTH 1.0 2.0 1.0 1.0 --- 114 RIGHT 210 --STREET NAME: Camino Tass. 287 ---> 2.0 (NO. OF LANES) THRU 2.0<--- 204 105 1.0 1.0 -135 LEFT SPLIT PHASE? 189 313 165 LEFT THRU RIGHT

	STREET NA	ME: Blac)	chawk Rd.	SPL	N					
ORIGINAL ADJUSTED V/C CRITICA MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C										
NB	RIGHT (R) THRU (T) LEFT (L)	165 313 189	30 * 313 189	1650 3300 1650	0.0182 0.0948 0.1145	0.1145				
SB	RIGHT (R) THRU (T) LEFT (L)	187 229 99	0 * 229 99	1650 3300 1650	0.0000 0.0694 0.0600	0.0694				
ЕВ	RIGHT (R) THRU (T) LEFT (L)	105 287 210	0 * 287 210	1650 3300 1650	0.0000 0.0870 0.1273	0.1273				
WB	RIGHT (R) THRU (T) LEFT (L)	114 204 135	15 * 204 135	1650 3300 1650	0.0091 0.0618 0.0818	0.0618				
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.37 A				

\* ADJUSTED FOR RIGHT TURN ON RED

10/5/92

10/5/92

	DATE/TIME:	I-680 NB On Existing	and	Sycamore	Vlly EAK R	DANVIL OUR:	LE FILE 29133ext
	î	RIGHT THRU	LEFT 0	î			NORTH
LEFT THRU	396 -> 2.0		0.0 NES)	2.0<	447 564	RIGHT THRU	STREET NAME: Sycamore Vily
RIGHT	217 — 1.0	1.1 2.1 <	1.0         42   RIGHT	1.0	59	LEFT	SPLIT PHASE?
S	TREET NAME:	I-680 NB On		SPL	IT PH	LASE? N	

_											
5 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + L	42 471 257	0 * 471 257 728	1650 3300 1650 3300	0.0000 0.1427 0.1558 0.2206	0.2206					
EB	RIGHT (R) THRU (T) LEFT (L)	217 396 111	0 * 396 111	1650 3300 3000	0.0000 0.1200 0.0370	0.0370					
WB	RIGHT (R) THRU (T) LEFT (L)	447 564 59	0 *\$ 564 59	1650 3300 1650	0.0000 0.1709 0.0358	0.1709					
Control	TOTAL VOI	0.43 A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	10/3/92								
INTERS	ECTION 94		I-680	SB of	£ and	Sycamore	Vall EAK H		LE
CONDIT			Existi	ing			Larat II	OUIV.	FILE 29133ext
			RIGHT 529	THRU	LEFT				
			529	į.	1				NORTH
	î				1				NORTH
LEFT	0	0.0	2.0	0.0	0.0	0.0	0	RIGHT	STREET NAME:
THRU	396>	2.0	(NO.	OF LA	NES)	2.0<	637	THRU	Sycamore Vall
PTCUT	250	1.0	0.0	0.0	1 0	2 0	362	LEFT	SPLIT PHASE?

SPLIT PHASE? N

LEFT 0 - 0.0 2.0 0.0 0.0 0.0 0.0 0 RIGHT

THRU 396 -> 2.0 (NO. OF LANES) 2.0 - 637 THRU SYCAMORE VALL

RIGHT 250 - 1.0 0.0 0.0 1.9 2.0 362 LEFT SPLIT PHASE?

V

LEFT THRU RIGHT

STREET NAME: I-680 SB off

	4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R)	0	0	1650	0.0000					
SB	RIGHT (R)	529	0 *\$	3000	0.0000					
EB	RIGHT (R) THRU (T)	250 396	0 *\$ 396	1650 3300	0.0000 0.1200	0.1200				
WB	THRU (T) LEFT (L)	637 362	637 362	3300 3000	0.1930 0.1207	0.1207				
AND THE REAL PROPERTY.	TOTAL VOL	UME-TO-CAPA			0.24 A					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 945 I-680 NB On and Sycamore V1ly DANVILLE COUNT DATE/TIME: PM Existing PEAK ROUR: FI FILE 29133ext THRU LEFT RIGHT NORTH 1.0 - 255 RIGHT 0.0 0.0 0.0 LEFT STREET NAME: Sycamore Vlly 2.0<--- 423 THRU (NO. OF LANES) 878 --> 2.0 THRU SPLIT PHASE? 51 LEFT 1.1 2.1 1.0 1.0 -1.0 171 270 80 LEFT THRU RIGHT SPLIT PHASE? N

	011201 1-							
			5 PHASE SIG	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + L	80 270 171	29 * 270 171 441	1650 3300 -1650 3300	0.0176 0.0818 0.1036 0.1336	0.1336		
EB	RIGHT (R) THRU (T) LEFT (L)	634 878 324	463 * 878 324	1650 3300 3000	0.2806 0.2661 0.1080	0.2806		
₩B	RIGHT (R) THRU (T) LEFT (L)	255 423 51	0 ±\$ 423 51	1650 3300 1650	0.0000 0.1282 0.0309	0.0309		
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.45 INTERSECTION LEVEL OF SERVICE: A							

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

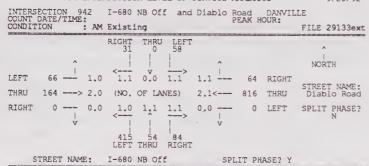
INTERSECTION 947 I-680 SB off and Sycamore Vall DANVILLE
COUNT DATE/TIME: PM Existing PEAK HOUR: FILE 29133ext

RIGHT THRU LEFT
421 0 0 0 NORTH

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	Direct 10	12. 100		01011 111001 11					
-	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R)	0	0	1650	0.0000				
SB	RIGHT (R)	421	0 *\$	3000	0.0000				
EB	RIGHT (R) THRU (T)	358 837	0 *\$ 837	1650 3300	0.0000 0.2536	0.2536			
WB	THRU (T) LEFT (L)	714 279	714 279	3300 3000	0.2164 0.0930	0.0930			
-	TOTAL VOI		0.35 A						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY



			5 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	84 54 415	84 54 415 138	1650 1650 1650 1650	0.0509 0.0327 0.2515 0.0836	0.2515
SB	RIGHT (R) LEFT (L) T + R + L	31 58	31 58 89	1650 1650 1650	0.0188 0.0352 0.0539	0.0539
EB	THRU (T) LEFT (L)	164 66	164 66	3300 1650	0.0497	0.0400
WB	RIGHT (R) THRU (T) T + R	64 816	64 816 880	1650 3300 3300	0.0388 0.2473 0.2667	0.2667
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.61 B

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

COUNT DATE/TIME:	1-660 SB OIL and	PEAK HOUR:	JE
	Existing	FLAR HOOK.	FILE 29133ext
	RIGHT THRU LEFT 391 0 179	^	Î NORTH
LEFT 0 0.0 THRU 297> 2.0	1.0 1.1 2.1 (NO. OF LANES)	0.0 0 RIGHT 2.0< 807 THRU	STREET NAME: Diablo Road
	0.0 0.0 0.0	1.0 316 LEFT	SPLIT PHASE?
Å.	CEFT THRU RIGHT	v	N
STREET NAME:	I-680 SB Off	SPLIT PHASE? N	

			5 PHASE SIG	GNAL		
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) THRU (T) LEFT (L) T + L	391 0 179	391 0 179 179	1650 1650 3000 3000	0.2370 0.0000 0.0597 0.0597	0.2370
EΒ	RIGHT (R) THRU (T)	206 297	206 297	1650 3300	0.1248	0.1248
νB	THRU (T) LEFT (L)	807 316	807 316	3300 1650	0.2445 0.1915	0.1915
	TOTAL VOI	LUME-TO-CAP	ACITY RATIO:			0.55

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERS COUNT CONDIT	DATE/TIME	:	I-680 Existi		f and	Diablo		DANVIL HOUR:	LE FILE 29133ext
			RIGHT 28	THRU	LEFT 170				^
	^		- 1			<u>^</u>			NORTH
LEFT	111 -	1.0	1.1	0.0	1.1	1.1 -	- 100	RIGHT	4000000 VIVE
THRU	690>	2.0	(NO.	OF LA	NES)	2.1<	- 473	THRU	STREET NAME: Diablo Road
RIGHT	0	0.0	245 LEFT	1,1 61 THRU	1.1   	0.0	- 0	) LEFT	SPLIT PHASE?

	STREET NAME: 1-680 NB Off			SPLIT PHASE? Y			
			5 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	325 61 245	325 61 245 386	1650 1650 1650 1650	0.1970 0.0370 0.1485 0.2339	0.2339	
SB	RIGHT (R) LEFT (L) T + R + L	28 170	28 170 198	1650 1650 1650	0.0170 0.1030 0.1200	0.1200	
EB	THRU (T) LEFT (L)	690 111	690 111	3300 1650	0.2091 0.0673	0.0673	
WB	RIGHT (R) THRU (T) T + R	100 473	100 473 573	1650 3300 3300	0.0606 0.1433 0.1736	0.1736	
40.000		UME-TO-CAPA		0.59 A			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 943 COUNT DATE/TIME:	I-680 SB O	ff and		ad DANVILI	LE
	Existing		FL	AR HOUR:	FILE 29133ext
gas new read part after after 100 region to the different part after a contract and the con	RIGHT THR				î
^	< v	>	^		NORTH
LEFT 0 0.0			0.0	0 RIGHT	STREET NAME:
THRU 609> 2.0	(NO. OF L	ANES)	2.0<	504 THRU	Diablo Road
RIGHT 270 1.0	<	0.0	1.0	187 LEFT	SPLIT PHASE?
٧		1	V		
	LEFT THRU	RIGHT			
STREET NAME:	I-680 SB O	ff	SPLI	T PHASE? N	

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	309 0 294	309 0 294 294	1650 1650 3000 3000	0.1873 0.0000 0.0980 0.0980	0.1873	
EB	RIGHT (R) THRU (T)	270 609	270 609	1650 3300	0.1636 0.1845	0.1845	
WB	THRU (T) LEFT (L)	504 187	504 187	3300 1650	0.1527 0.1133	0.1133	
		UME-TO-CAPA		a Adviditional the country with white difference country in		0.49 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

	STREET IV	4.TC: T-00/	ND OII	JE L.	II LIUWEL	
-			5 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	42 471 257	0 * 471 257 728	1650 3300 1650 3300	0.0000 0.1427 0.1558 0.2206	0.2206
EB	RIGHT (R) THRU (T)	217 396	0 * 396	1650 3300 3000	0.0000 0.1200 0.0370	0_0370

CDITT DHASES N

0.0000 0.1709 0.0358

0.1709

TOTAL VOLUME-TO-CAPACITY RATIO:

RIGHT (R) THRU (T) LEFT (L)

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

0 \*\$ 564 59

945 I-680 NB On and Sycamore V11y DANVILLE F: PEAK ROUR: : PM Existing FILE 29133ext RIGHT THRU LEFT NORTH 1.0 --- 255 RIGHT <0.0 0.0 0.0 LEFT STREET NAME: Sycamore Vily -> 2.0 (NO. OF LANES) 2.0<--- 423 THRU 878 -THRU 0 1.0 — 51 LEFT SPLIT PHASE? 1.1 2.1 1.0 RIGHT 634 --- 1.0 171 270 80 LEFT THRU RIGHT

	STREET NA	ME: 1-680	NB On	SPL	IT PHASE?	N	-
			5 PHASE SI	GNAL			
2-846	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	80 270 171	29 * 270 171 441	1650 3300 1650 3300	0.0176 0.0818 0.1036 0.1336	0.1336	
EB	RIGHT (R) THRU (T) LEFT (L)	634 878 324	463 * 878 324	1650 3300 3000	0.2806 0.2661 0.1080	0.2806	
WB	RIGHT (R) THRU (T) LEFT (L)	255 423 51	0 *\$ 423 51	1650 3300 1650	0.0000 0.1282 0.0309	0.0309	
	TOTAL VOI	LUME-TO-CAP.	ACITY RATIO OF SERVICE:	*		0.45 A	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

===			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1650	0.0000	
SB	RIGHT (R)	529	0 *5	3000	0.0000	
28	RIGHT (R) THRU (T)	250 396	3 *\$ 396	1.650 3300	3.3000 3.1200	0.1200
WB	THRU (T) LEFT (L)	637 362	637 362	3300 3000	0.1930 0.1257	0.1207
22.00	TOTAL VOI	UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.24 A

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Purasanton, JA, 1992 YY

10/5/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 947 I-680 SB off and Sycamore Vall DANVILLE COUNT DATE/TIME: PEAK HOUR: E/TIME: : PM Existing FILE 29133ext RIGHT THRU LEFT NORTH - 0.0 2.0 0.0 0.0 LEFT STREET NAME: Sycamore Val THRU 837 ---> 2.0 (NO. OF LANES) 2.0<--- 714 THRU 0.0 0.0 1.9 2.0 --- 279 LEFT SPLIT PHASE? RIGHT 358 --- 1.0 LEFT THRU RIGHT

STREET NAME: I-680 SB off 4 PHASE SIGNAL ADJUSTED VOLUME\* CRITICAL V/C V/C RATIO MOVEMENT CAPACITY RIGHT (R) 0 1650 0.0000 0 •\$ RIGHT (R) 3000 0.0000 837 \*\$ EB RIGHT (R) THRU (T) 358 937 0.0000 1650 3300 0.2536 7:4 2/9 WB THRU (T) LEFT (L) 3300 3000 0.2164 0.0930 TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

• ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TURM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 949 I-680 NB OFF and CROW CNYN RD. SAN RAMON COUNT DATE/TIME: 11/07/90 7:00-9:00 AM PEAK HOUR: 7:45-8:45 AM CONDITION : AM Existing FILE 29133ext NORTH 1.9 --- 310 RIGHT 0.0 0.0 0.0 LEFT THRU -> 3.0 (NO. OF LANES) 3.0<---994 SPLIT PHASE? 397 0 685 LEFT THRU RIGHT

STREET	NAME:	I-680	NB	OFF	SPLIT	PHASE?	N

2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L) T + R + L	685 397	685 397 1082	3273 3273 4746	0.2093 0.1213 0.2280	0.2280			
EB	RIGHT (R) THRU (T)	397 1687	397 1687	1800 5400	0.2206 0.3124	0.3124			
WB	RIGHT (R) THRU (T)	310 994	310 994	1800 5400	0.1722 0.1841				

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

l I-680 SB OFF and CROW CNYN RD. SAN RAMON 11/07/90 7:00-9:00 AM PEAK HOUR: 7:15-8:15 AM AM Existing FILE 29133ext THRU LEFT 0 1465 0.0 2.0 484 RIGHT 0.0 STREET NAMES (NO. OF LANES) 3.0<--- 965 THRU 1.9 0.0 SPLIT PHASE? 0 0 0 LEFT THRU RIGHT

	STREET NA	ME: I-680	SB OFF	SPL	IT PHASE?	N			
****	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	691 1465	691 1465	3273 3273	0.2111 0.4476	0.4476			
EB	RIGHT (R) THRU (T)	288 1117	288 1117	1800 5400	0.1600 0.2069	0.2069			
WB	RIGHT (R) THRU (T)	484 965	484 965	1800 5400	0.2689 0.1787				
	TOTAL VOI	0.65 B							

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 949 I-680 NB OFF and CROW CNYN RD. SAN RAMON COUNT DATE/TIME: 11/07/90 4:00-6:00 PM PEAK HOUR: 4:30-5:30 PM CONDITION : PM Existing FILE 29133ext NORTH 1.9 --- 712 RIGHT 0.0 0.0 LEFT THRU 1246 ---> 3.0 (NO. OF LANES) 3.0<--- 1305 THRU SPLIT PHASE? 329 0 560 LEFT THRU RIGHT

	STREET NA	WE: 1-680		SPLI	T PHASE?	N
			2 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L) T + R + L	560 329	560 329 889	3273 3273 4746	0.1711 0.1005 0.1873	0.1873
EB	RIGHT (R) THRU (T)	888 1246	888 1246	1800 5400	0.4933 0.2307	
WB	RIGHT (R) THRU (T)	712 1305	712 1305	1800 5400	0.3956 0.2417	0.2417
	TOTAL VOL	UME-TO-CAPA		:		0.43 A

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

I I-680 SB OFF and CROW CNYN RD. SAN RAMON 11/07/90 4:00-6:00 PM PEAK HOUR: 5:00-6:00 PM PM Existing FILE 29133ext THRU LEFT 0.0 2.0 LEFT 569 RIGHT STREET NAME: 994 THRU SPLIT PHASE? LEFT THRU RIGHT

	STREET NA	ME: I-680	SB OFF	SPL	T PHASE?	N				
	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	643 541	643 541	3273 3273	0.1965 0.1653	0.1965				
EB	RIGHT (R) THRU (T)	506 1990	506 1990	1800 5400	0.2811 0.3685	0.3685				
WB	RIGHT (R) THRU (T)	569 994	569 994	1800 5400	0.3161 0.1841					
Of the St		UME-TO-CAPA	ACITY RATIO			0.57 A				

\* ADJUSTED FOR RIGHT TURN ON RED

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 953 I-680 NB OFF and BOLLINGER CYN SAN RAMON COUNT DATE/TIME: 11/13/90 7:00-9:00 AM PEAK HOUR: AM CONDITION : AM Existing FIL FILE 29133ext

RIGHT THRU LEFT NORTH 0.0 <del>0.0 0.0 0.0 1.9 -- 393</del> RIGHT STREET NAME: BOLLINGER CYN 1367 ---> 3.0 (NO. OF LANES) 3.0<--- 620 THRU SPLIT PHASE? 234 0 1693 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB OFF	SPLI	T PHASE?	N
2-4-			2 PHASE SIG	NAL		
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	1693 234	1693 234	3273 1800	0.5173 0.1300	0.5173
EB	RIGHT (R) THRU (T)	493 1367	493 1367	1800 5400	0.2739 0.2531	0.2531
WB	RIGHT (R) THRU (T)	393 620	393 620	1800 5400	0.2183 0.1148	
-	TOTAL VOI	0.77 C				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

. CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

TOM OSS THERE OR OFF and BOTTINGER CYN SAN RAMON

9/28/92

9/28/92

COUNT I	DATE/TIME		1-680 /13/90 Exist:		-9:00 .	AM P		OUR: AM	
			RIGHT 102	THRU	LEFT 1097				^
	^		<	i	>	^			NORTH
LEFT	0	0.0	2.0	0.0		1.0	489	RIGHT	STREET NAME:
THRU	739>	3.0	(NO.	OF LA	NES)	3.0<	302	THRU	BOLLINGER CYN
RIGHT	328 —— V	1.0	0.0 <	0,0     THRU	0.0           0   RIGHT	0.0 <del> </del>	0	LEFT	SPLIT PHASE? N

	STREET NA	ME: I-680	SB OFF	SPL	T PHASE?	N				
	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	102 1097	102 1097	3273 3273	0.0312 0.3352	0.3352				
EB	RIGHT (R) THRU (T)	328 739	328 739	1800 5400	0.1822 0.1369	0.1822				
WB	RIGHT (R) THRU (T)	489 302	302	1800 5400	0.0000 0.0559					
====	TOTAL VOLUME-TO-CAPACITY RATIO: 0.52 INTERSECTION LEVEL OF SERVICE:									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 953 I-680 NB OFF and BOLLINGER CYN SAN RAMON COUNT DATE/TIME: 11/13/90 4:00-6:00 PM PEAK HOUR: PM CONDITION : PM Existing FIL FILE 29133ext RIGHT THRU LEFT NORTH 0.0 0.0 0.0 1.9 --- 942 RIGHT LEFT 642 ---> 3.0 (NO. OF LANES) 3.0<--- 1958 THRU THRU SPLIT PHASE? 0.0 -RIGHT 160 --- 1.9 1.0 0.0 2.0 358 0 568 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB OFF	SPLIT PHASE? N			
nan-			2 PHASE SIG	SNAL			
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	568 358	568 358	3273 1800	0.1735 0.1989	0.1989	
EB	RIGHT (R) THRU (T)	160 642	160 642	1800 5400	0.0889 0.1189		
WB	RIGHT (R) THRU (T)	942 1958	942 1958	1800 5400	0.5233 0.3626	0.3626	
***	TOTAL VOI	0.56 A					

\* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

TERSECTION 955 I-680 SB OFF and BOLLINGER CYN SAN RAMON UNT DATE/TIME: 11/13/90 4:00-6:00 PM PEAK HOUR: PM NDITION : PM Existing FIL FILE 29133ext NORTH 0 --- 0.0 2.0 0.0 2.0 1.0 --- 1326 RIGHT 372 ---> 3.0 (NO. OF LANES) 3.0<--- 811 THRU THRU 0.0 0.0 0.0 0.0 SPLIT PHASE? 0 LEFT LEFT THRU RIGHT

	STREET NA	ME: I-680	SB OFF	SPL	IT PHASE?	N				
201	2 PHASE SIGNAL									
==:	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	261 419	261 419	3273 3273	0.0797 0.1280	0.1280				
EB	RIGHT (R) THRU (T)	250 372	250 372	1800 5400	0.1389 0.0689					
WB	RIGHT (R) THRU (T)	1326 811	1096 * 811	1800 5400	0.6089 0.1502	0.6089				
3=1		UME-TO-CAPA			33 M. J. 18 M. M. W. W. W. W. W.	0.74 C				

\* ADJUSTED FOR RIGHT TURN ON RED

				OLDET LIGIDE. II			
			3 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	105 0 235	105 0 235 235	1720 1720 1720 1720 1720	0.0610 0.0000 0.1366 0.1366	0.1366	
EB	THRU (T) LEFT (L)	379 317	379 317	3440 1720	0.1102 0.1843	0.1843	
WB	RIGHT (R) THRU (T)	598 821	598 821	1720 3440	0.3477	0.3477	
	TOTAL VOL	UME-TO-CAPA	ACITY RATIO			0.67 B	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 958 COUNT DATE/TIME: 11 CONDITION : AM	I-680 SB OFF and /01/90 7:00-9:00 P Existing	ALCOSTA BLVD. SAN RI AM PEAK HOUR: AN	
	RIGHT THRU LEFT 342 0 240		^
^		?	NORTH
LEFT 0 0.0	1.0 1.1 1.1	0.0 0 RIGHT	STREET NAME:
THRU 423> 2.0	(NO. OF LANES)	2.0< 368 THRU	ALCOSTA BLVD.
RIGHT 372 1.0	<	1.0 529 LEFT	SPLIT PHASE?
	0 0 0 LEFT THRU RIGHT		
STREET NAME:	I-680 SB OFF	SPLIT PHASE? N	

			3 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) THRU (T) LEFT (L) T + L	342 0 240	342 0 240 240	1720 1720 1720 1720	0.1988 0.0000 0.1395 0.1395	0.1988
EB	RIGHT (R) THRU (T)	372 423	372 423	1720 3440	0.2163 0.1230	0.2163
WB	THRU (T) LEFT (L)	368 529	368 529	3440 1720	0.1070 0.3076	0.3076
SC 700 TO	TOTAL VOI		ACITY RATIO:			0.72

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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			3 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	742 0 426	742 0 426 426	1720 1720 1720 1720	0.4314 0.0000 0.2477 0.2477	0.4314
EB	THRU (T) LEFT (L)	872 414	872 414	3440 1720	0.2535 0.2407	0.2407
WB	RIGHT (R) THRU (T)	340 559	340 559	1720 3440	0.1977 0.1625	0.1977
		UME-TO-CAPA		:		0.87 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

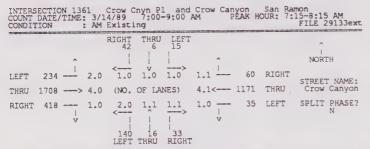
9/28/92

COUNT DATE/TIME: 11		ALCOSTA BLVD. SAN RI PEAK HOUR: PN	
î	RIGHT THRU LEFT 509 0 486		) NORTH
LEFT 0 0.0	1.0 1.1 1.1	0.0 0 RIGHT	STREET NAME:
THRU 758> 2.0	(NO. OF LANES)	2.0< 660 THRU	ALCOSTA BLVD.
RIGHT 143 1.0	0.0 0.0 0.0 <	1.0 238 LEFT v	SPLIT PHASE? N
STREET NAME:	I-680 SB OFF	SPLIT PHASE? N	

			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) THRU (T) LEFT (L) T + L	509 0 486	509 0 486 486	1720 1720 1720 1720 1720	0.2959 0.0000 0.2826 0.2826	0.2959
ЕВ	RIGHT (R) THRU (T)	143 758	143 758	1720 3440	0.0831 0.2203	0.2203
WB	THRU (T) LEFT (L)	660 238	660 238	3440 1720	0.1919 0.1384	0.1384
		LUME-TO-CAPA	CITY RATIO			0.65

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

537 22 146 LEFT THRU RIGHT



9/28/92

9/28/92

	STREET NA	ME: Crow	Cnyn Pl	SPL	T PHASE?	N
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	33 16 140	33 16 140 49	1650 1650 3000 1650	0.0200 0.0097 0.0467 0.0297	0.0467
SB	RIGHT (R) THRU (T) LEFT (L)	42 6 15	0 * 6 15	1650 1650 1650	0.0000 0.0036 0.0091	0.0036
EB	RIGHT (R) THRU (T) LEFT (L)	418 1708 234	341 * 1708 234	1650 6600 3000	0.2067 0.2588 0.0780	0.2588
WB	RIGHT (R) THRU (T) LEFT (L) T + R	1171 35	60 1171 35 1231	1650 6600 1650 6600	0.0364 0.1774 0.0212 0.1865	0.0212
===			ACITY RATIO: OF SERVICE:			0.33 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 1369 DOUGHERTY RD. and CROW CANYON SAN RAMON
COUNT DATE/TIME: 05/22/91 7:00-9:00 AM PEAK HOUR: 7:30-8:30 AM
CONDITION : AM Existing FILE 29133ext

RIGHT NORTH 0 RIGHT 0.0 0.0 0.0 0.0 0.0 ---(NO. OF LANES) 2.0<--- 671 THRU CROW CANYON 2.0 --- 111 LEFT SPLIT PHASE? 1.1 RIGHT 17 0 56 LEFT THRU RIGHT

	STREET NA	ME: DOUGH	ERTY RD.	SPLI	T PHASE?	N
			3 PHASE SIG	NAL		***
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	56 17	17 *	3127 3127	0.0000 0.0054	0.0054
ЕВ	RIGHT (R) THRU (T) T + R	35 340	35 340 375	1720 3440 3440	0.0203 0.0988 0.1090	
WB	THRU (T) LEFT (L)	671 111	671 111	3440 3127	0.1951 0.0355	0.1951
===	TOTAL VOI	LUME-TO-CAPA		*		0.20 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

INTERSECTION 1361 Crow Cnyn Pl and Crow Canyon San Ramon COUNT DATE/TIME: 3/13/89 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM CONDITION : PM Existing FILE 29133ext THRU LEFT 26 30 NORTH 1.0 1.0 1.0 1.1 48 RIGHT STREET NAME: Crow Canyon 979 ---> 4.0 (NO. OF LANES) 4.1<--- 1215 THRU THRU 2.0 1.1 1.1 1.0 SPLIT PHASE? RIGHT 521 --- 1.0 59 LEFT

	STREET NA	ME: Crow	Cnyn Pl	SPL:	T PHASE?	N
			6 PHASE SIG	NAL		
T22	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	146 22 537	146 22 537 168	1650 1650 3000 1650	0.0885 0.0133 0.1790 0.1018	0.1790
SB	RIGHT (R) THRU (T) LEFT (L)	260 26 30	216 * 26 30	1650 1650 1650	0.1309 0.0158 0.0182	0.1309
EB	RIGHT (R) THRU (T) LEFT (L)	521 979 80	226 * 979 80	1650 6600 3000	0.1370 0.1483 0.0267	0.0267
WB	RIGHT (R) THRU (T) LEFT (L) T + R	48 1215 59	48 1215 59 1263	1650 6600 1650 6600	0.0291 0.1841 0.0358 0.1914	0.1914
= ==		LUME-TO-CAP	ACITY RATIO	*		0.53 A

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

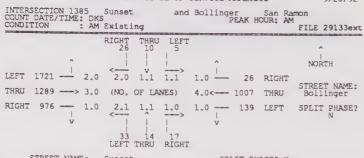
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1369 DOUGHERTY RD. and CROW CANYON SAN RAMON COUNT DATE/TIME: 05/22/91 4:00-6:00 PM PEAK HOUR: 5:00-6:00 PM CONDITION : PM Existing FILE 29133ext RIGHT THRU LEFT NORTH 0.0 0.0 0.0 0.0 ! STREET NAME: CROW CANYON 672 ---> 2.1 (NO. OF LANES) 2.0<--- 397 THRU SPLIT PHASE? 2.0 ---60 LEFT 2.0 0.0 2.0 23 0 93 LEFT THRU RIGHT

STREET NA	ME: DOUGH	HERTY RD.	SPL	IT PHASE?	N
**********		3 PHASE SIG	NAL		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
RIGHT (R) LEFT (L)	93 23	60 * 23	3127 3127	0.0192 0.0074	0.0192
RIGHT (R) THRU (T) T + R	672	21 672 693	1720 3440 3440	0.0122 0.1953 0.2015	0.2015
THRU (T) LEFT (L)	397 60	397 60	3440 3127	0.1154 0.0192	0.0192
TOTAL VOI INTERSECT	LUME-TO-CAPA	ACITY RATIO: DF SERVICE:			0.24 A
	MOVEMENT RIGHT (R) LEFT (L) RIGHT (R) THRU (T) T + R THRU (T) LEFT (L) TOTAL VOI	MOVEMENT ORIGINAL VOLUME  RIGHT (R) 93 LEFT (L) 23  RIGHT (R) 21 THRU (T) 672 T + R  THRU (T) 397 LEFT (L) 60  TOTAL VOLUME-TO-CAP	3 PHASE SIGN   MOVEMENT   VOLUME   ADJUSTED   VOLUME *	3 PHASE SIGNAL	3 PHASE SIGNAL

\* ADJUSTED FOR RIGHT TURN ON RED



-	SIREET NA	ME: Sunse	ec	SPL.	IT PHASE?	Y	
a to a	6 PHASE SIGNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	17 14 33	0 * 14 33 47	1650 1650 3000 3000	0.0000 0.0085 0.0110 0.0157	0.0157	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	26 10 5	0 * 10 5 15	3000 1650 1650 1650	0.0000 0.0061 0.0030 0.0091	0.0091	
EB	RIGHT (R) THRU (T) LEFT (L)	976 1289 1721	958 * 1289 1721	1650 4950 3000	0.5806 0.2604 0.5737	0.5737	
WB	RIGHT (R) THRU (T) LEFT (L)	26 1007 139	21 * 1007 139	1650 6600 1650	0.0127 0.1526 0.0842	0.1526	
	TOTAL VOI	0.75 C					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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	CCTA INTE	RSECTION LEVEL C	F SERVICE ANALYS	IS	9/28/92
INTERSE		Highland Road a	ind Camino Tass.		COSTA COUNTY
CONDITIO	ATE/TIME: ON: AM	Existing	PEAR I		FILE 29133ext
		RIGHT THRU LE 0 253 32	FT		^
	^	V	^		NORTH
LERT	0.0			RIGHT	STREET NAME:
THRU	0.0	(NO. OF LANES)	0.0<	THRU	Camino Tass.
RIGHT	0 0.0   	0.0 1.1 1.1 <	->   V	LEFT	SPLIT PHASE?

	STREET NA	ME: Highl	land Road	SPL	IT PHASE?	N
2.22			2 PHASE SIG	GNAL		
72.00	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) T + R	5 95	5 95 100	1800 1800 1800	0.0028 0.0528 0.0556	
SB	THRU (T) LEFT (L) T + L	253 32	253 32 285	1800 1800 1800	0.1406 0.0178 0.1583	0.1583
WB	RIGHT (R) LEFT (L) T + R + L	43 8	43 8 51	1800 1800 1800	0.0239 0.0044 0.0283	0.0283
8000	TOTAL VOL		ACITY RATIO			0.19 A

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COUNT DATE/TIME: DK		Bollinger San Ra PEAK HOUR: PA	amon M FILE 29133ext
^	RIGHT THRU LEFT 1249 5 23	^	I NORTH
LEFT 101 — 2.0 THRU 975> 3.0	1	1.0 - 15 RIGHT 4.0< 1301 THRU	STREET NAME: Bollinger
RIGHT 45 1.0	2.1 1.1 1.0 (	v	SPLIT PHASE?
STREET NAME:	Sunset	SPLIT PHASE? Y	

	011421 14	am, build		01 4.	TI LIMBU.	*
			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	149 7 615	116 * 7 615 622	1650 1650 3000 3000	0.0703 0.0042 0.2050 0.2073	0.2073
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1249 5 23	1193 * 5 23 28	3000 1650 1650 1650	0.3977 0.0030 0.0139 0.0170	0.3977
EB	RIGHT (R) THRU (T) LEFT (L)	45 975 101	0 * 975 101	1650 4950 3000	0.0000 0.1970 0.0337	0.0337
WB	RIGHT (R) THRU (T) LEFT (L)	15 1301 33	1301 33	1650 6600 1650	0.0000 0.1971 0.0200	0.1971
221		LUME-TO-CAP.	ACITY RATIO			0.84 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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	CCTA INTE	RSECTION LEV	ÆL OF	SERVICE .	ANALYS	IS	9/28/92
	TION 1416	Highland Ro	oad and		Tass. PEAK H		COSTA COUNTY
CONDITIO		Existing			PEAR III	JUR:	FILE 29133ext
LEFT	0 0.0	RIGHT THRU 0 113	49	^	25	RIGHT	, NORTH
THRU	0> 0.0					THRU	STREET NAME: Camino Tass.
RIGHT	0.0 v	0.0 1.1 <	1.1       13   RIGHT	٧	4	LEFT	SPLIT PHASE?

	STREET NA	ME: High	and Road	SPL	T PHASE?	N
			2 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) T + R	211	13 211 224	1800 1800 1800	0.0072 0.1172 0.1244	0.1244
SB	THRU (T) LEFT (L) T + L	113 49	113 49 162	1800 1800 1800	0.0628 0.0272 0.0900	0.0272
νB	RIGHT (R) LEFT (L) T + R + L	25 4	25 4 29	1800 1800 1800	0.0139 0.0022 0.0161	0.0161
	TOTAL VOL		ACITY RATIO			0.17 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

0.35

9/28/92

9/28/92

INTERSECTION 2201 Airway and North Canyon Livermore
COUNT DATE/TIME: 7/20/90 7:00-9:00 AM PEAK HOUR: 7:30-8:30 AM
CONDITION : AM Existing FILE 29133ext RIGHT THRU LEFT NORTH 0.0 0 RIGHT 0.0 0.0 0.0 STREET NAME: North Canyon 0 THRU (NO. OF LANES) 2.0<---THRU 0 ---> 2.0 SPLIT PHASE? 36 LEFT 1.0 RIGHT 18 0 356 LEFT THRU RIGHT

	STREET NA	ME: Aliwa	ıy	SPL	T PHASE?	N	
			4 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	356 18	336 * 18	1650 3000	0.2036 0.0060	0.2036	
EB	RIGHT (R) THRU (T)	0	0	1650 3300	0.0000	0.0000	
WB	THRU (T) LEFT (L)	0 36	0 36	3300 3000	0.0000	0.0120	
		UME-TO-CAP	ACITY RATIO	0		0.22 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:

CONDITION: AM Existing FILE 29133ext FILE 29133ext RIGHT THRU LEFT 0 233 254 NORTH 1.0 --- 114 RIGHT 1.1 2.1 1.0 LEFT STREET NAME: Old Ranch Rd. (NO. OF LANES) 1.1<---0 THRU 0 ---> 1.1 THRU 23 LEFT 1.1 ---RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

6 195 20 LEFT THRU RIGHT

	STREET NA	ME: Alcos	sta Blvd.	SPLI	T PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	20 195 6	20 195 6 215 201 221	1800 1800 1800 1800 1800 1800	0.0111 0.1083 0.0033 0.1194 0.1117 0.1228	0.1228
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 233 254	0 233 254 233	1800 3600 1800 3600	0.0000 0.0647 0.1411 0.0647	0.1411
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	0	000000	1800 1800 1800 1800 1800 1800	0.0000 0.0000 0.0000 0.0000 0.0000	0.0000
WB	RIGHT (R) THRU (T) LEFT (L) T + L	114 0 23	0 • 0 23 23	1800 1800 1800 1800	0.0000 0.0000 0.0128 0.0128	0.0128
						0.20

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

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INTERSECTION 2201 Airway and North Canyon Livermore COUNT DATE/TIME: 7/23/90 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM CONDITION : PM Existing FILE 29133ext RIGHT THRU NORTH <0.0 0.0 0.0 0.0 0.0 0 RIGHT LEFT STREET NAME: North Canyor 2.0<---0 THRU THRU 0 ---> 2.0 (NO. OF LANES) SPLIT PHASE? 281 LEFT 2.0 -RIGHT 10 0 191 LEFT THRU RIGHT

	STREET NA	ME: Airwa	ay	SPL:	IT PHASE?	N
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	191	36 * 10	1650 3000	0.0218 0.0033	0.0218
EB	RIGHT (R) THRU (T)	0	0 -	1650 3300	0.0000	0.0000
WB	THRU (T) LEFT (L)	281	0 281	3300 3000	0.0000	0.0937
	TOTAL VOI	LUME-TO-CAP	ACITY RATIO: OF SERVICE:			0.12 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

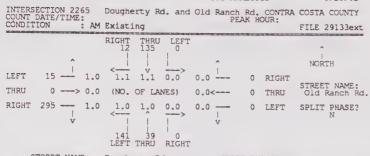
INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:

CONDITION : PM Existing FILE 29133ext RIGHT THRU 269 NORTH 1.0 --- 239 RIGHT LEFT STREET NAME: Old Ranch R 0 ---> 1.1 (NO. OF LANES) 1.1<---0 THRU THRU 19 LEFT 1.1 -

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10 350 29 LEFT THRU RIGHT STREET NAME: Alcosta Blvd. SPLIT PHASE? N 2 PHASE SIGNAL ADJUSTED VOLUME\* V/C RATIO CRITICAL V/C ORIGINAL VOLUME MOVEMENT CAPACITY 0.0161 0.1944 0.0056 0.2106 0.2000 0.2161 RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L 29 350 1800 1800 10 379 0.2161 1800 3600 1800 3600 0.0000 0.0747 0.1083 0.0747 RIGHT (R) THRU (T) LEFT (L) T + R 269 195 269 0.1083 1800 1800 1800 1800 1800 1800 RIGHT (R) THRU (T) LEFT (L) T + R 0.0000 0.0000 0.0000 0.0000 WB RIGHT (R)
THRU (T)
LEFT (L)
T + L 1800 1800 1800 0.0244 0.0000 0.0106 0.0106 44 \* 0.0244 19

TOTAL VOLUME-TO-CAPACITY RATIO INTERSECTION LEVEL OF SERVICE: . ADJUSTED FOR RIGHT TURN ON RED



	STREET NA	ME: Dougl	nerty Rd.	SPL	IT PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	39 141	39 141	1800 1800	0.0217	0.0783
SB	RIGHT (R) THRU (T) T + R	12 135	12 135 147	1800 1800 1800	0.0067 0.0750 0.0817	0.0817
EB	RIGHT (R) LEFT (L)	295 15	154 * 15	1800 1800	0.0856 0.0083	0.0856
	TOTAL VOI		ACITY RATIO			0.25 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 9/28/92

	ECTION 2280 DATE/TIME: DE ION : AM	Dougherty (S 1 Existing	and	Amador		Dublin	FILE 29133ext
The state of the s	۸	RIGHT THRU	J LEFT	^			) NORTH
LEFT	29 1.0			0.0	•	RIGHT THRU	STREET NAME: Amador Valley
RIGHT	589 1.0	1.0 2.0 <	0.0 > 0 RIGHT	0.0	- 0	LEFT	SPLIT PHASE?

	STREET NA	ME: Dough	nerty	SPL:	IT PHASE?	N
-22			4 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	160 168	160 168	3300 1650	0.0485 0.1018	0.1018
SB	RIGHT (R) THRU (T) T + R	58 579	58 579 637	1650 3300 3300	0.0352 0.1755 0.1930	0.1930
EB	RIGHT (R) LEFT (L)	589 29	421 * 29	1650 1650	0.2552 0.0176	0.2552
	TOTAL VOI	LUME-TO-CAPA	ACITY RATIO OF SERVICE:			0.55 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	ECTION 2265 DATE/TIME: ION : PM	Dougherty Rd. and Existing	Old Ranch Rd. CONTRA PEAK HOUR:	COSTA COUNTY FILE 29133ext
	^	RIGHT THRU LEFT	^	NORTH
LEFT THRU	12 1.0	(NO. OF LANES)	0.0 0 RIGHT 0.0< 0 THRU	STREET NAME: Old Ranch Rd.
RIGHT	230 1.0 v	1.0 1.0 0.0 	0.0 — 0 LEFT	SPLIT PHASE? N
S'	TREET NAME:	Dougherty Rd.	SPLIT PHASE? N	

2 PHASE SIGNAL							
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB THRU (T) LEFT (L)	132 258	132 258	1800 1800	0.0733 0.1433	0.1433		
SB RIGHT (R) THRU (T) T + R	13 60	13 60 73	1800 1800 1800	0.0072 0.0333 0.0406	0.0406		
EB RIGHT (R) LEFT (L)	230 12	0 *	1800 1800	0.0000	0.0067		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION COUNT DATE/T CONDITION	IME: DK:	Dougherty S Existing	and	Amador		Dublin OUR: PM	FILE 29133ext
1.000	1 10	RIGHT THRI 57 263	0	î	0	DICUM	NORTH
	> 0.0					RIGHT	STREET NAME: Amador Valley
		1.0 2.0 <				LEFT	SPLIT PHASE?
CMDC CM					17 TM DI		

	STREET NA	ME: Dough	nerty	SPL	IT PHASE?	N
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	493 471	493 471	3300 1650	0.1494 0.2855	0.2855
SB	RIGHT (R) THRU (T) T + R	57 263	57 263 320	1650 3300 3300	0.0345 0.0797 0.0970	0.0970
ЕВ	RIGHT (R) LEFT (L)	290 92	0 * 92	1650 1650	0.0000 0.0558	0.0558
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.44 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED



			8 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	725 372 413	505 * 372 413	3000 4950 3000	0.1683 0.0752 0.1377	0.1377	
SB	RIGHT (R) THRU (T) LEFT (L)	136 861 146	71 * 861 146	1650 4950 3000	0.0430 0.1739 0.0487	0.1739	
EB	RIGHT (R) THRU (T) LEFT (L) T + L	272 79 118	45 * 79 118 197	1650 3300 3000 4650	0.0273 0.0239 0.0393 0.0424	0.0424	
WB	RIGHT (R) THRU (T) LEFT (L)	68 66 400	0 * 66 400	1650 1650 3000	0.0000 0.0400 0.1333	0.1333	
= ==			ACITY RATIO OF SERVICE:	0		0.49 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

9/28/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS DUBLIN DUR: 7:15-8:15 AM FILE 29133ext

INTERSECTION 2307 DOUGHERTY RD. and DUBLIN BLVD. DUB: COUNT DATE/TIME: 03/27/90 7:00-9:00 AM PEAK HOUR: CONDITION: AM Existing RIGHT THRU LEFT NORTH 1.0 2.0 1.0 LEFT 17 RIGHT 48 ---> 1.0 (NO. OF LANES) 2.2<---27 THRU THRU 2.0 2.1 1.1 RIGHT 370 --- 2.0 715 681 135 LEFT THRU RIGHT

	STREET NA	ME: DOUG	HERTY RD.	SPL	T PHASE?	Y	
			4 PHASE SIG	SNAL		-	
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	135 681 715	135 681 715 816	1650 3300 3000 3300	0.0818 0.2064 0.2383 0.2473	0.2473	
SB	RIGHT (R) THRU (T) LEFT (L)	40 909 28	0 * 909 28	1650 3300 1650	0.0000 0.2755 0.0170	0.2755	
EB	RIGHT (R) THRU (T) LEFT (L)	370 48 42	0 * 48 42	3000 1650 1650	0.0000 0.0291 0.0255	0.0291	
WB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	17 27 43	17 27 43 44 70 87	1650 3300 1650 3300 3300 3300	0.0103 0.0082 0.0261 0.0133 0.0212 0.0264	0.0264	
-=:	TOTAL VOI		ACITY RATIO OF SERVICE:	*		0.58 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSICOUNT I	ECTION 23 DATE/TIME ION	: 2/2	San Ra 28/90 Existi	4:00	-6:00 E	Dubli	n p	EAK H	Dublin OUR: 4:	30-5:30 PM FILE 29133ext
			RIGHT 125	THRU 739	LEFT 222					^
	^					^				NORTH
LEFT	173	2.1	1.0	3.0	2.0	1.0		165	RIGHT	STREET NAME:
THRU	172>	2.1	(NO.	OF LA	NES)	1.0<-		166	THRU	Dublin
RIGHT	463	1.0	400	3,0 1 889 THRU		2.0 -	l	1333	LEFT	SPLIT PHASE?

	STREET	NAME: Sa	n Ramon		SPL	IT PHASE?	N	
			8 PHASE	SIC	GNAL			
===	MOVEMENT	ORIGINA VOLUME	L ADJUSTE VOLUME		CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R THRU (T) LEFT (L)	1098 889 400	365 889 400	*	3000 4950 3000	0.1217 0.1796 0.1333	0.1333	
SB	RIGHT (R THRU (T) LEFT (L)	125 739 222	30 739 222	*	1650 4950 3000	0.0182 0.1493 0.0740	0.1493	
EB	RIGHT (F THRU (T) LEFT (L) T + L	463 172 173	243 172 173 345	*	1650 3300 3000 4650	0.1473 0.0521 0.0577 0.0742	0.1473	
WB	RIGHT (F THRU (T) LEFT (L)	165 166 1333	43 166 1333	*	1650 1650 3000	0.0261 0.1006 0.4443	0.4443	
===	TOTAL V	OLUME-TO-C	APACITY RAT	IO E:	:		0.87 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2307 DOUGHERTY RD. and DUBLIN BLVD. DUBLIN
COUNT DATE/TIME: 03/01/90 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM
CONDITION : PM Existing FILE 29133ext NORTH 1.0 2.0 1.0 1.0 LEFT STREET NAME: DUBLIN BLVD. 57 THRU THRU 34 ---> 1.0 (NO. OF LANES) 2.2<---2.0 2.1 1.1 1.1 132 LEFT SPLIT PHASE? 892 768

		LEFT	THRU RIGH	IT		
	STREET NA	ME: DOUGH	HERTY RD.	SPL	T PHASE?	Y
===			4 PHASE SIG	GNAL		
25.36.0	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	29 768 892	29 768 892 797	1650 3300 3000 3300	0.0176 0.2327 0.2973 0.2415	0.2973
SB	RIGHT (R) THRU (T) LEFT (L)	41 885 17	885 17	1650 3300 1650	0.0000 0.2682 0.0103	0.2682
EB	RIGHT (R) THRU (T) LEFT (L)	1081 34 90	590 * 34 90	3000 1650 1650	0.1967 0.0206 0.0545	0.1967
WB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	28 57 132	28 57 132 85 189 217	1650 3300 1650 3300 3300 3300	0.0170 0.0173 0.0800 0.0258 0.0573 0.0658	0.0800
22:			ACITY RATIO OF SERVICE:	*		0.84 D

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2308 DOUGHERTY RD. and I-580 WB OFF PLEASANTON COUNT DATE/TIME: 01/24/90 6:00-10:00 AM PEAK HOUR: 7:30-8 CONDITION : AM Existing FILE 0-8:30 AM FILE 29133ext NORTH 1.9 2.0 0.0 2.0 -- 703 RIGHT LEFT 0.0 THRU 0.0 (NO. OF LANES) 0.0<---0 THRU 2.0 -0.0 3.0 1.9 SPLIT PHASE? RIGHT - 515 LEFT 0 1027 557 LEFT THRU RIGHT

	STREET NA	ME: DOUG	HERTY RD.	SPL	IT PHASE?	N
			2 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	557 1027	557 1027	1800 5400	0.3094	
SB	RIGHT (R) THRU (T)	295 1258	295 1258	1800 3600	0.1639 0.3494	0.3494
WB	RIGHT (R) LEFT (L)	703 515	703 515	3273 3273	0.2148 0.1573	0.2148
	TOTAL VOI	LUME-TO-CAP	ACITY RATIO	•		0.56 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2309 HOPYARD RD. and I-580 EB OFF PLEASANTON COUNT DATE/TIME: 01/24/90 6:00-10:00 AM PEAK HOUR: 7:30-8:30 CONDITION : AM Existing FILE 2:

				RIGHT 510	THRU 1178	LEFT					^
		^			1	1		^			NORTH
LEFT	398		2.0	1.9	2.0	0.0	0.0		0	RIGHT	STREET NAME:
THRU	0	>	0.0	(NO.	OF LA	NES)	0.0	<	0	THRU	I-580 EB OFF
RIGHT	1115	   	2.0	<	3,0	1.9	0.0	l V	0	LEFT	SPLIT PHASE?
				LEFT	1157 THRU	268 RIGHT					

	STREET NA	ME: HOPY	ARD RD.	SPL	IT PHASE?	N
			2 PHASE SIG	INAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	268 1157	26 <b>8</b> 1157	1800 5400	0.1489 0.2143	
SB	RIGHT (R) THRU (T)	510 1178	510 1178	1800 3600	0.2833 0.3272	0.3272
EB	RIGHT (R) LEFT (L)	1115 398	1115 398	3273 3273	0.3407 0.1216	0.3407

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2308 DOUGHERTY RD. and I-580 WB OFF PLEASANTON COUNT DATE/TIME: 01/24/90 3:00-7:00 PM PEAK HOUR: 4:30-5:30 PM CONDITION : PM Existing PLEASANTON FILE 29133ext



2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	970 1218	970 1218	1800 5400	0.5389 0.2256				
SB	RIGHT (R) THRU (T)	458 1790	458 1790	1800 3600	0.2544	0.4972			
WB	RIGHT (R) LEFT (L)	614 239	614 239	3273 3273	0.1876 0.0730	0.1876			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2309 HOPYARD RD. and I-580 EB OFF PLEASANTON COUNT DATE/TIME: 01/24/90 3:00-7:00 PM PEAK HOUR: 4:30-5:30 PM CONDITION : PM Existing FILE 29133ext 0.0 1.9 2.0 0.0 0 RIGHT 0 THRU THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0.0 3.0 0 LEFT 0 1883 571 LEFT THRU RIGHT

	OTHER THE	ame HOLIS	au iu.		LI LIUWU.	
			2 PHASE SIG			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	571 1883	571 1883	1800 5400	0.3172 0.3487	0.3487
SB	RIGHT (R) THRU (T)	748 1238	748 1238	1800 3600	0.4156 0.3439	
εв	RIGHT (R) LEFT (L)	1017 270	1017 270	3273 3273	0.3107 0.0825	0.3107

SPLIT PHASE? N

\* ADJUSTED FOR RIGHT TURN ON RED

STREET NAME . HOPYARD RD

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED



	4 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	737 138 81	737 138 81	1650 1650 1650	0.4467 0.0836 0.0491	0.0491					
SB	RIGHT (R) THRU (T) LEFT (L) T + R	5 188 114	5 188 114 193	1650 1650 1650 1650	0.0030 0.1139 0.0691 0.1170	0.1170					
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	9 8 1	9 8 1 17 9	1650 1650 1650 1650 1650 1650	0.0055 0.0048 0.0006 0.0103 0.0055 0.0109	0.0109					
WB	RIGHT (R) THRU (T) LEFT (L) T + L	103 91 800	0 * 91 800 891	1650 1650 1650 1650	0.0000 0.0552 0.4848 0.5400	0.5400					
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.72 INTERSECTION LEVEL OF SERVICE: C										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA	INTERSECTION	LEVEI.	OF	SERVICE	ANALYSIS	

INTERSECTION	2323	SANTA	RITA F	RD and	I-580	EB OFF	, brey	ASANTON	
COUNT DATE/T	IME:	02/05/90	6:00-	-10:00	AM	PEAK	HOUR:	7:15-8:1	
CONDITION		AM Exist:	ing					FILE	29133ext
						at commence makes to the com-	CONTRACTOR INC.		

			RIGHT	THRU 961					^
	^		<	1		^			NORTH
LEFT	107	1.1				1.0	204	RIGHT	STREET NAME:
THRU	115>	2.1	(NO.	OF LA	NES)	1.1<	105	THRU	I-580 EB OFF
RIGHT	780 —— V	1.9	< 2.0	2,0	1.0	2.1	70	LEFT	SPLIT PHASE?
			383 LEFT	682 THRU	68 RIGHT				

	STREET NA	ME: SANTA	A RITA RD	SPL	IT PHASE?	N				
	5 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	68 682 383	30 * 682 383	1650 3300 3000	0.0182 0.2067 0.1277	0.1277				
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	90 961 71	90 961 71 1051 1032 1122	1650 1650 1650 1650 1650 1650	0.0545 0.5824 0.0430 0.6370 0.6255 0.6800	0.6800				
ЕВ	RIGHT (R) THRU (T) LEFT (L) T + L	780 115 107	780 115 107 222	1650 3300 1650 3300	0.4727 0.0348 0.0648 0.0673	0.0673				
WB	RIGHT (R) THRU (T) LEFT (L) T + L	204 105 70	133 * 105 70 175	1650 1650 3000 3000	0.0806 0.0636 0.0233 0.0583	0.0806				
22.00	TOTAL VOLUME-TO-CAPACITY RATIO: 0.96 INTERSECTION LEVEL OF SERVICE: E									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2322 TASSAJARA RD. and I-580 WB OFF PLEASANTON COUNT DATE/TIME: 02/06/90 3:00-7:00 PM PEAK HOUR: 4:30-5:30 PM CONDITION : PM Existing FILE 29133ext										
			RIGHT 4	THRU 180	LEFT 75					^
	^		ĺ			^				NORTH
LEFT	1	1.1	1.1	1.1	1.0	1.0 -		72	RIGHT	STREET NAME:
THRU	23>	1.1	(NO.	OF LA	NES)	1.1<-		8	THRU	I-580 WB OFF
RIGHT	77	1.1	1.0	1,0	1.9	1.1 -		530	LEFT	SPLIT PHASE?
	v			1		ý	7			*
			17 LEFT	194 THRU	866 RIGHT					
STREET NAME: TASSAJARA RD. SPLIT PHASE? N										

	011402 111		m. 44. 1.00 i	0.022						
	4 PHASE SIGNAL									
- Annual Control	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	866 194 17	866 194 17	1650 1650 1650	0.5248 0.1176 0.0103	0.1176				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	180 75	180 75 184	1650 1650 1650 1650	0.0024 0.1091 0.0455 0.1115	0.0455				
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	77 23 1	77 23 1 100 24 101	1650 1650 1650 1650 1650 1650	0.0467 0.0139 0.0006 0.0606 0.0145 0.0612	0.0612				
WB	RIGHT (R) THRU (T) LEFT (L) T + L	72 8 530	0 * 8 530 538	1650 1650 1650 1650	0.0000 0.0048 0.3212 0.3261	0.3261				
==:	TOTAL VOLUME-TO-CAPACITY RATIO: 0.55 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

#### CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2323 SANTA RITA RD and I-580 EB OFF PLEASANTON COUNT DATE/TIME: 02/05/90 3:00-7:00 PM PEAK HOUR: 4:30-5:30 PM CONDITION : PM Existing FILE 29133ext NORTH 1.1 1.1 1.1 105 --- 1.1 1.0 ---90 RIGHT 220 ---> 2.1 (NO. OF LANES) 80 THRU 767 894 158 LEFT THRU RIGHT

	STREET NA	ME: SANTA	A RITA RD	SPLI	T PHASE?	N						
	5 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L)	158 894 767	113 * 894 767	1650 3300 3000	0.0685 0.2709 0.2557	0.2557						
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	144 524 105	144 524 105 668 629 773	1650 1650 1650 1650 1650	0.0873 0.3176 0.0636 0.4048 0.3812 0.4685	0.4685						
EB	RIGHT (R) THRU (T) LEFT (L) T + L	739 220 105	739 220 105 325	1650 3300 1650 3300	0.4479 0.0667 0.0636 0.0985	0.0985						
WB	RIGHT (R) THRU (T) LEFT (L) T + L	90 80 82	0 * 80 82 162	1650 1650 3000 3000	0.0000 0.0485 0.0273 0.0540	0.0540						
T = 2	TOTAL VOLUME-TO-CAPACITY RATIO: 0.88 INTERSECTION LEVEL OF SERVICE: 0											

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

1985 HCM:						Page-l *********						
IDENTIFYI	NG INFO											
AVERAGE RUNNING SPEED, MAJOR STREET 45												
PEAK HOUR FACTOR												
AREA POPU	AREA POPULATION											
NAME OF T	HE EAST	MEST S	TREET		• • • • • • • •	Highland Road						
NAME OF T	HE NORT	H/SOUTH	STREET			Camino Tassajara						
NAME OF T	HE ANAI	YST	• • • • • •			TJKM						
DATE OF T	HE ANAI	LYSIS (m	m/dd/yy	)		3/20/92						
TIME PERI	OD ANAI	YZED				7:15-8:15 AM						
OTHER INF	ORMATIC	N: AM E	xisting									
INTERSECT	ION TYP	E AND C	ONTROL									
						~ ~ ~ * * * * * * * * * * * * * * * * *						
INTERSECT	ION TYP	E: T-IN	TERSECT	ION								
MAJOR STR	EET DIF	RECTION:	NORTH/	SOUTH								
CONTROL T	YPE WES	TBOUND:	STOP S	IGN								
TRAFFIC V	OLUMES											
						~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~						
	·EB	WB	NB	SB								
LEFT		8	0	32								
THRU		0	95	253								
RIGHT		43	5	0								
NUMBER OF	TANES											
NOMBLE OF												
	E	B	WB	NB	SB							
LANES		-	1	1	1							

ADJUSTMENT	TACIORS				-4	
	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIU FOR RIGHT	TURNS	ACCELERATION LANE	
EASTBOUND					-	
WESTBOUND	0.00	90	20		И	
NORTHBOUND	0.00	90	20		N	
SOUTHBOUND	0.00	90	20		N	
VEHICLE CON	%, SU T	RUCKS % CO	OMBINATION EHICLES	% MOTO	RCYCLES	
EASTBOUND						
WESTBOUND		0	0		0	
NORTHBOUND		0	0		0	
SOUTHBOUND		0	0		0	
CRITICAL G	APS					
					D.T.C	

	•	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHT	S· WB	6.10	6.10	0.00	6.10
MAJOR LEFTS	SB	5.30	5.30	0.00	5.30
MINOR LEFTS	WB	7.40	7.40	0.00	7.40

MOVEMENT	FLOW- RATE V(pcph)	POTEN- TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY C (pcph) M		SHAR CAPA C (p		С	RESER' CAPAC  CAPAC  R S	TTY - v	L(	os 
MINOR STREET											
WB LEFT	9	468	458	>	780	458	>	724	449	> >A	A
RIGHT	47	898	898	>	, 00	898	>	723	850	>	A
MAJOR STREET											
SB LEFT	35	995	995			995			960		A

1985 HCM:	UNSIGN	ALIZED	INTERS:	ECTIONS ******	*****	Page-1
IDENTIFYI	NG INFOR	MATION				
AVERAGE R	UNNING S	PEED, N	MAJOR S'	TREET		45
PEAK HOUR	FACTOR.	• • • • •			• • • • • • • •	1
AREA POPU	LATION	• • • • •			• • • • • • • • •	150000
NAME OF T	HE EAST/	WEST ST	TREET			Highland Road
NAME OF T	HE NORTH	/SOUTH	STREET		• • • • • • • • • •	Camino Tassajara
NAME OF T	HE ANALY	ST				TJKM
DATE OF T	HE ANALY	SIS (mr	m/dd/yy	)		3/20/92
TIME PERI	OD ANALY	ZED				4:45-5:45 PM
OTHER INF	ORMATION	: PM E	xisting			
INTERSECT	ION TYPE	AND CO	ONTROL			
INTERSECT						
MAJOR STR	REET DIRE	CTION:	NORTH/	SOUTH		
CONTROL I	TYPE WEST	BOUND:	STOP S	IGN		
TRAFFIC V						
	EB	WB	NB	SB 		
LEFT		4	0	49		
THRU		0	211	113		
RIGHT		25	13	0		
NUMBER OF	F LANES					
	E	3	WB	NB	SB	
LANES		-	1	1	1	

WB

7.40

		RIGHT TURN ANGLE		TURNS			
EASTBOUND					-		_
WESTBOUND	0.00	90	20	)	N		
NORTHBOUND	0.00	90	20	)	N		
SOUTHBOUND	0.00	90	20	)	N		
VEHICLE CO	MPOSITION	1					
	%,SU T	TRUCKS % CO	OMBINATION EHICLES	% MOTORO	YCLES		
EASTBOUND				~~~			
WESTBOUND		0	0	0			
NORTHBOUND		0	0	0			
SOUTHBOUND		0	0	0			
CRITICAL G	APS						
	TABI	JLAR VALUES able 10-2)	ADJUSTED VALUE	SIGHT DI ADJUSTME		FINAL	GAP
MINOR RIGH		6.10	6.10			6.10	- MED CCS (Mag.
MAJOR LEFT		5.30	5.30	0.00		5.30	
MINOR LEFT	S	7 40	7 40	0 00		7.40	

7.40 7.40 0.00

MOVEMENT	FLOW- RATE V(pcph)	POTEN- TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARI CAPAC C (po SH		С	RESER' CAPAC  = c R S:	TTY - v	Lo	)S 
MINOR STREET											
WB LEFT	4	470	453	> >	709	453	>	677	448	> >A	A
RIGHT	28	780	780	>	, 03	780	>		753	>	A
MAJOR STREET											
SB LEFT	54	866	866			866			812		A

1985 HCM:					*****	*****	Page-1				
IDENTIFYI	NG INFO	RMATION	1								
AVERAGE R	UNNING :	SPEED,	MAJOR S	TREET		45					
PEAK HOUR FACTOR 1											
AREA POPU	AREA POPULATION										
NAME OF T	HE EAST,	/WEST S	TREET			Old Ranch Ro	oad				
NAME OF T	HE NORT	H/SOUTH	STREET			Dougherty Ro	oad				
NAME OF T	HE ANAL	YST				TJKM					
DATE OF T	HE ANAL	YSIS (m	nm/dd/yy	)		3/20/92					
TIME PERI	OD ANAL	YZED	• • • • • •	• • • • • • • • • •		7:30-8:30 AM	1				
OTHER INF	ORMATIO	N: AM E	Existing								
INTERSECT	ION TYP	E AND C									
INTERSECT	ION TYP	E: T-IN	TERSECT	ION							
MAJOR STR	EET DIR	ECTION:	NORTH/	SOUTH							
CONTROL T	YPE EAS	TBOUND:	STOP S	IGN							
TRAFFIC V	OLIMES										
	·EB	WB	NB	SB							
LEFT	22		148	221							
THRU	0		59	176							
RIGHT	311		37	31							
NUMBER OF	LANES										
	E:	В	WB	NB	SB						
LANES		2		2	1						

7.40

MINOR LEFTS

ADJUSTMENT	FACTORS					Page-2
	PERCENT GRADE		CURB RADIUS	(ft) AC	CELERATION OR RIGHT TU	LANE
EASTBOUND	0.00		20		N	
WESTBOUND					-	
NORTHBOUND	0.00	90	20		И	
SOUTHBOUND	0.00	90	20		N	
VEHICLE COL	 % SU	TRUCKS % CO	EHICLES	% MOTORC	CLES	
EASTBOUND		0	0	0		
WESTBOUND						
NORTHBOUND		0	0	0		
SOUTHBOUND		0	0	0		
CRITICAL G	APS					
	TA	BULAR VALUES Table 10-2)	ADJUSTED VALUE	SIGHT DI ADJUSTME	ST. FI	NAL CAL GAP
MINOR RIGH	EB	6.10	6.10	0.00	6.	10
MAJOR LEFT	rs NB	5.30	5.30	0.00	5.	30

EB 7.40 7.40 0.00

MOVEMENT	FLOW- RATE V(pcph)	POTEN- TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY C (pcph) SH	RESERVE CAPACITY C = C - V R SH	Los
MINOR STREET						
EB LEFT RIGHT	24 342	456 804	398 804	398 804	374 461	B A
MAJOR STREET						
NB LEFT	163	883	883	883	720	A

:	L985 HCM:	UNSIGN	ALIZED	INTERSE	CTIONS			Page-1					
	**************************************			****	****	*****	*****						
•	AVERAGE RUNNING SPEED, MAJOR STREET 45												
	PEAK HOUR	FACTOR.					. 1						
	AREA POPUL	ATION					. 150000						
	NAME OF TH	E EAST/	WEST S	TREET			. Old Ranch	Road					
							. Dougherty						
	NAME OF TH												
	DATE OF TH												
							. 4:45-5:45	PM					
	OTHER INFO												
	INTERSECTI												
	INTERSECTI	ON TYPI	E: T-IN	TERSECT	ION								
	MAJOR STRE	ET DIR	ECTION:	NORTH/	SOUTH								
	CONTROL TY	PE EAS	TBOUND:	STOP S	IGN								
		AT TIMES											
	TRAFFIC VO	LUMES						<b></b>					
		EB	WB	NB	SB								
	LEFT	15		288	221								
	THRU	0		153	61								
	RIGHT	242		37	15								
	NUMBER OF	LANES											
		E	B	WB	NB	SB 							
	LANES		2		2	1							

				S (ft) ACCEI TURNS FOR	
EASTBOUND	0.00	90	20		И
WESTBOUND		gladi dadə çaqiş			-
NORTHBOUND	0.00	90	20		И
SOUTHBOUND	0.00	90	20		И
VEHICLE CO					· · · · · · · · · · · · · · · · · · ·
		RUCKS % CC RV'S VE		% MOTORCYCLE	ES
EASTBOUND		0	0	0	uy data
WESTBOUND	400 40				
NORTHBOUND		0	0	0	
SOUTHBOUND		0	0	0	
CRITICAL G	APS				
	TABU	LAR VALUES	ADJUSTED	SIGHT DIST.	FINAL CRITICAL GAP
		ble 10-2)	VALUE	ADJUSTMENT	CRITICAL GAP
MINOR RIGH		6.10	6.10	0.00	6.10
MAJOR LEFT:		5.30	5.30	0.00	5.30
MINOR LEFT:	S				

7.40

0.00

7.40

7.40

EB

MOVEMENT	FLOW- RATE V(pcph)	POTEN- TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY C (pcph) SH	RESERVE CAPACITY C = C - V R SH	Los
MINOR STREET						
EB LEFT RIGHT	17 266	387 928	291 928	291 928	274 662	C A
MAJOR STREET						
NB LEFT	317	996	996	996	679	A

Old Ranch Rd/Alcosta Blud AM Reak Hour

ALL-WAY STOP-CONTROLLED INTERSECTIONS--Level of Service Analysis Instructions:

Enter the turning movement volumes, the peak hour factor, and the number of lanes on each approach. The capacity, delay, and level of service are calculated below. Please note validity range checks. Check columns F through J (rows 1-50) for detailed calculations.

	Eastbound	Westbound	Northbound	Southbound
Left-Turn Volume	0	24	0	266
Through Volume	0	4	184	249
Right-Turn Volume	0	110	27	0
Peak-Hour Factor	0.00	1.00	1.00	1.00
Number of Lanes	0	2	2	2
Capacity, vph	0	461	893	. 1180
Volume/Capacity Ratio	0.00	0.30	0.24	0.44
Delay, sec/veh	0	3	2	5
Level of Service Range Check	<del>-</del>	4	Α	В

Version 1.1, Michael Kyte, University of Idaho (208-885-6002)

# Old Ranch Rd / Acosta Blod PM Reak Hour

ALL-WAY STOP-CONTROLLED INTERSECTIONS--Level of Service Analysis Instructions:

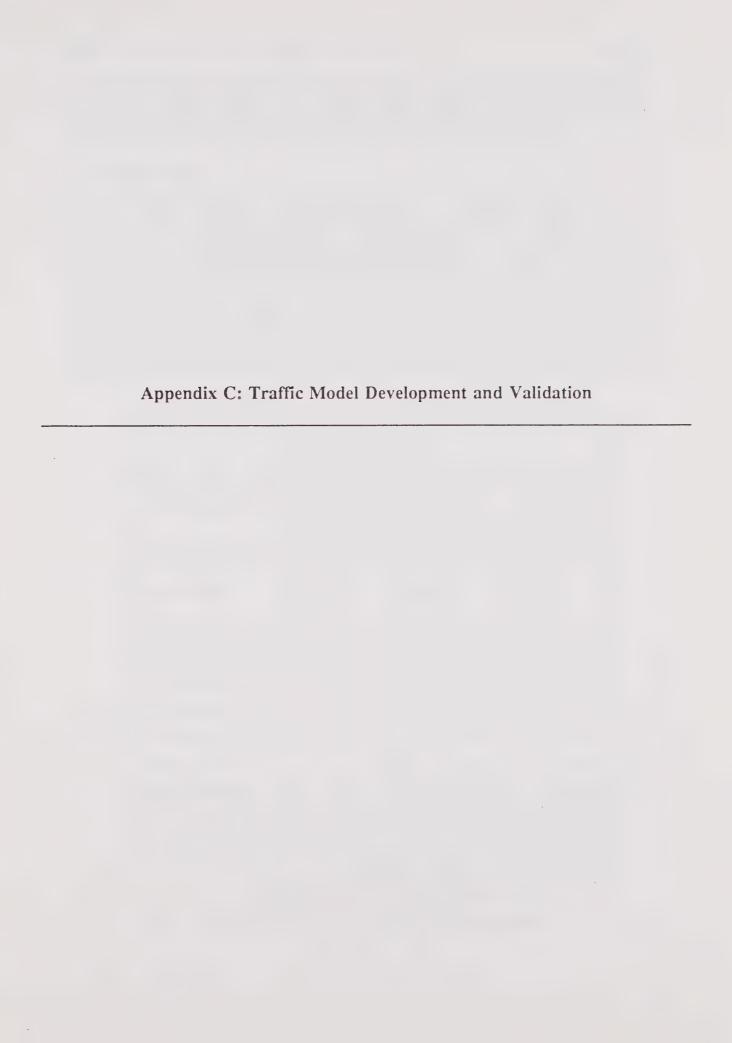
Enter the turning movement volumes, the peak hour factor, and the number of lanes on each approach. The capacity, delay, and level of service are calculated below. Please note validity range checks. Check columns F through J (rows 1-50) for detailed calculations.

Check columns r chrough o		TOT ~~~~		
Check columns i check ages	Eastbound	Westbound	Northbound	
Left-Turn Volume	0	24	0	221
Through Volume	0	0	368	300
Right-Turn Volume	0	286	37	0
Peak-Hour Factor	0.00	1.00	1.00	1.00
Number of Lanes	0	2	2	2
Capacity, vph	0	591	949	1123
Volume/Capacity Ratio	0.00	0.52	0.43	0.46
Delay, sec/veh	0	7	5	. 6
Level of Service - Range Check	В		В	В

Version 1.1, Michael Kyte, University of Idaho (208-885-6002)

# Appendix D-4. Traffic Model Development and Validation







In view of the importance and extent of the area of this study, a specific traffic forecasting model was developed for the Dougherty Valley Model (DVM). Although a calibrated TJKM's Tri-Valley Circulation Study (TVCS) model was used as the basis for the DVM, enough changes were introduced to justify a model validation.

#### Trip Generation Rates

The land use data, for example, are compiled in the DVM on a significantly different basis. The changes in land use categories were made to better conform to the format that will be utilized by the forthcoming Tri-Valley Model which is under development by the CCTA. While trip production data in the TVCS model were given in housing units by type (single, multifamily), in the DVM are given in housing units per range of household income (low, medium, high income).

Trip attraction, on the other hand, is measured in the TVCS model in terms of area (square feet) by type of use (commercial, office, industrial, etc.) whereas in the DVM the data are given in employment. Trip generation equations were modified accordingly for trip productions and trip attractions to reflect the changes. The trip generation rates (see Table C-I) were based on MTC data.

Table C-I Dougherty Valley EIR Trip Generation Rates									
Land Used Data	Home Work		Home Based Other Trips		Non Home Based Trips				
	Ps	As	Ps	As	Ps	As			
Low Income DUs	0.88		4.89		1.68				
Medium Income DUs	2.10		6.68		2.83				
High Income DUs	2.97		8.43		4.11				
All Dwelling Units				0.70		0.36			
Retail Employment				13.27		4.09			
Service Employment				5.31		2.30			
Agric. Employment				0.09		1.57			
Wholesale Employment				0.17		3.38			
Manufact. Employment				0.09		0.76			
Other Employment				0.53		0.76			
All Employment		2.11							

Note:

Multiply land use data by the corresponding factor(s) and add to obtain trip ends. For example: 0.88\*(low income DUs)+2.10\*(medium income DUs)+2.97\*(high income DUs) = HBW trip ends.

## **Project Trip Generation**

The computed Dougherty Valley trip generation by traffic analysis zone is summarized in Table C-II for the three trip purposes used in the DVM. For year 2000, there are a total of 61,857 productions and 24,798 attraction trips. In year 2010, at project buildout, the total production trips are 118,020 and 46,256 attraction trips.

			Dough	Table C-II herty Valley ject Trip E						
TAZ	Home Work	1		sed Other	Non Hon Tr	ne Based ips	All T	'rips		
	Ps	As	Ps	As	Ps	As	Ps	As		
Year 2000										
265	2,732	1,623	8,113	1,333	1,006	1,006	11,851	3,962		
282	698	23	2,072	231	102	102	2,872	356		
283	2,679	264	8,780	2,950	1,110	1,110	12,569	4,324		
284	110	394	326	145	171	171	607	710		
285	1,266	454	3,889	2,295	896	896	6,051	3,645		
286	1,179	0	3,941	540	221	221	5,341	761		
289	263	1,870	876	4,475	1,979	1,979	3,118	8,324		
291	4,376	318	12,995	1,500	703	703	18,074	2,521		
293	304	0	1,014	139	56	56	1,374	195		
Total	13,607	4,946	42,006	13,608	6,244	6,244	61,857	24,798		
Year 20	10									
265	2,812	1,635	8,499	1,336	1,011	1,011	12,322	3,982		
282	2,797	22	8,996	1,073	446	446	12,239	1,541		
283	5,313	2,970	17,302	4,640	2,571	2,571	25,186	10,181		
284	1,040	397	3,143	437	291	291	4,474	1,125		
285	2,476	457	7,739	2,709	1,069	1,069	11,284	4,235		
286	5,017	390	17,067	2,343	1,069	1,069	23,153	3,802		
289	776	3,762	2,638	9,075	4,018	4,018	7,432	16,855		
291	4,504	321	13,613	1,503	706	706	18,823	2,530		
293	593	0	2,018	265	108	108	2,719	373		
294	0	976	0	271	388	388	388	1,635		
Total	25,328	10,930	81,015	23,652	11,677	11,677	118,020	46,259		

Model validation was performed in two ways. First, the existing conditions were validated against the model predictions for the base year (1990). Second, the TVCS model friction factors used in the trip distribution step were validated against those from the Contra Costa County Model (CCCM)--an EMME2 software based model. Both validation steps are described in more detail below.

### 1990 Existing Conditions Validation

The 1990 land use base data prepared by Economic & Planning Systems were forecasted by the DVM for use in comparing the model volume projections versus traffic counts. Daily volume projections along all arterials within the study area were found to be within acceptable limits of variance (plus or minus 10 percent) with two exceptions. The section of Camino Tassajara between Dougherty Road and Sycamore Valley Road showed low model volumes (8,700) compared to existing counts (13,000). Also, I-580 between I-680 and Dougherty Road had low mainline model volumes (115,000) versus 145,000 counted by Caltrans. Since the remainder of the study area projections performed well when compared to the actual traffic counts, it was decided to make manual adjustments for these specific links in the future forecasts.

#### Validation of Trip Distribution

Friction factor curves for the TVCS model and DVM are shown in Figure C-1 while the ones for the CCCM are shown in Figure C-2. Friction factors are used as weighting factors for travel impedances (travel times) in the trip distribution step of the trip forecasting model. Trip distribution uses a modified gravity law of physics to distribute trips and is represented by the following equation:

$$T_{ij} = \frac{P_i A_f(R_{ij}) K_{ij}}{\sum A_f(R_{ij}) K_{ij}}$$

Where:

 $T_{ij}$  = trip interchange between zones *i* and *j* 

 $O_i$  = total trips produced by zone i

 $A_i$  = total trips attracted by zone j

 $R_{ii}$  = travel impedance (travel time) between zones i and j

 $f(R_{ii})$  = friction factor that corresponds to travel impedance  $R_{ii}$ 

 $K_{ii}$  = adjustment factor between zones i and j

Friction factors control the attractiveness between two zones based upon the travel time between them. Steeper friction factor curves will emphasize short trips while flatter ones will make distance (time) less of a factor in the distribution process. Therefore, the same number of trips generated can result in considerably different number of trips on the links depending on the shape of the friction factors. Longer trip lengths cause more Vehicle Miles Traveled and higher volumes on links. Because of its importance, a special validation study was carried out for the friction factors.

One measure of the effect of friction factors on trips is the average trip length after trip distribution. Another measure is the actual number of trips distributed. Both are shown in Table 1, including inter- and intra-zonal trips after trip distribution (by purpose) using the TVCS and the CCCM friction factors.

Table C-III  Effect of Friction Factors on Trip Distribution									
	FRICT	TION FACTORS							
DESCRIPTION	Dougherty Contra Costa Valley Model (1) County Model (2)		Ratio (1)/(2)						
Home-Based Work (HBW) Trips									
Inter-zonal trips	2,480,422	2,537,257	0.98						
Intra-zonal trips	1,993,632	1,936,797	1.03						
Total Trips	4,474,054	4,474,054	1.00						
Average Trip Length (minutes)	29.15	1.02							
Home-Based Other and Shopping	(HBO/HBS) Trips								
Inter-zonal trips	3,237,408	3,123,703	1.04						
Intra-zonal trips	8,247,907	8,361,612	0.99						
Total Trips	11,485,315	11,485,315	1.00						
Average Trip Length (minutes)	20.55	30.84	0.67						
Non-Home-Based (NHB) Trips									
Inter-zonal trips	1,197,427	1,212,678	0.99						
Intra-zonal trips	4,524,412	4,509,261	1.00						
Total Trips	5,721,839	5,721,839	1.00						
Average Trip Length (minutes)	19.21	20.30	0.95						

The DVM was run twice, the first time using the original friction factors from the TVCS model, and the second time using the friction factors from the CCCM. To compensate for the different way the TVCS model and the CCCM treat intrazonal impedances, the friction factors from the CCCM were shifted slightly to the right but still maintaining their original shapes.

Trip distribution is performed twice in the TVCS and DVM. The first time, free flow speeds are used to calculate zone-to-zone travel times. The trip table obtained from the first iteration is then assigned to network. The second--and final--trip distribution iteration calculates zone-to-zone travel times using congested link times (after the first trip assignment). The data in Table C-III was taken from the second iteration.

The unusual percentage of the intrazonal trips shown in Table C-III is explained by the large size of the zones outside the Tri-Valley area. These zones were aggregated to the MTC's superdistrict level which are large enough to keep several trips within the zones themselves. The comparison of the zone-to-zone (interzonal) trips indicate that the two models are within four percent for all trip purposes. This figure is within the acceptable range for transportation planning purposes.

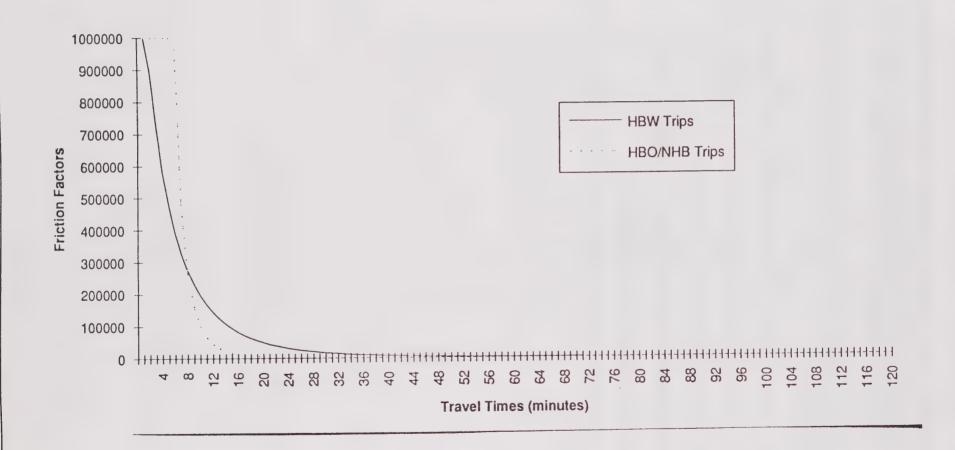
The average trip lengths for HBW and NHB trips are also within acceptable range of two and five percent, respectively. The HBO/HBS trips, on the other hand, show a sizable 33% discrepancy. This difference is particularly important because HBO/HBS represent the largest contribution to the total number of trips. This difference, however, does not imply that the link trips on the two models are going to be radically different because there are other factors that affect the final result.

The comparison of the average trip lengths in this specific case is not a proper measure of the similarity between the two models because they treat HBO and HBS purposes in different ways. DVM does not differentiate between HBO and HBS trips; they are all aggregated under the HBO purpose. The CCCM, on the other hand, generates and distributes trips separately for HBO and HBS.

Overall, the differences between the two sets of friction factors can be considered within an acceptable range, given that the model performance is a more complex combination of a larger number of parameters such as (but not limited to):

- ► Manual adjustment of special trip generators through the use of 'k factors' in the gravity model;
- ▶ Determination of the external-internal and internal-external trips from and to each zone;
- Number of trip purposes and its share of the total trips;
- ► Choice of the parameters in the calculation of the zone-to-zone impedances;
- ▶ Determination of the intra-zonal travel impedances.

Both the validation of friction factors and trips on links indicate that the DVM is an acceptable tool to estimate future trips.



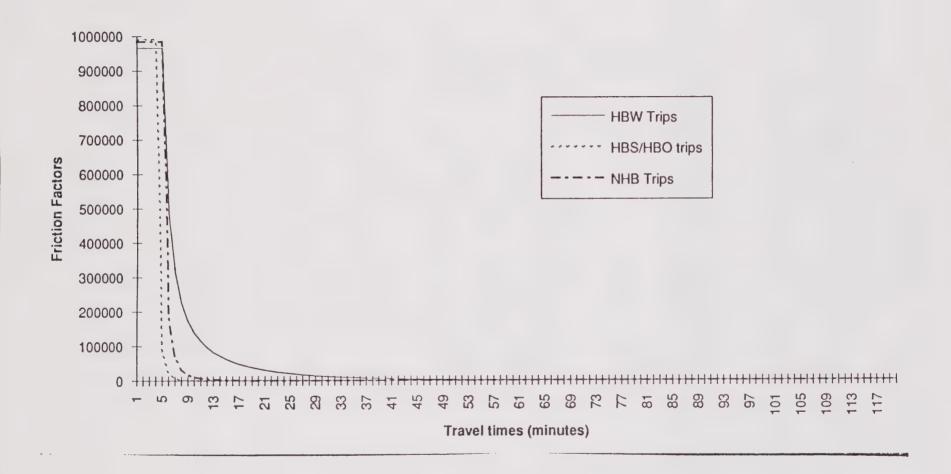
Dougherty Valley Traffic Study

TVCS Friction Factor Curves



FIGURE

29-126 - 3/92 - TI



Dougherty Valley Traffic Study
CC County Friction Factors (to 1,000,000, shifted)



### Project Area Land Use Description

The Dougherty Valley Specific Plan proposal provided by PBR was matched to the DVM land use categories and traffic zone system as shown in Table C-IV below. The acreage quantities were converted to employees for the traffic model according to the conversion factors developed for the Contra Costa County model.

The traffic analysis zones (TAZs) within the Tri-Valley area depicted in Figure C-3.

### Regional Land Use Description

The land use description for the 2010 and cumulative Scenarios, as used in the traffic model runs, are listed in Table C-V (2010 No Project) and C-VI (Build-out No Project). The changed land use listings are shown in Table C-VII (2000 Project) and Table C-VIII (Buildout Project). Refer to figure C-3 for TAZ locations in the Tri-Valley.

TABLE: C-IV
Dougherty Valley
Land Use Descriptions

		Land Use	Descriptions		1	
	PBR	Year 2000	Land Use	Year 2010 Land Use		
Model TAZ	TAZ A/a) Kesidenii		welling (Acres)		Non-Residential (Acres)	
265	A1 A5-A10	1022 SM	90 PS(GC) 10 PS(E) 15 PS(M) 106 OS	1022 SM	90 PS(GC) 10 PS(E) 15 PS(M) 106 OS	
282	B1-B4	261 SM	400 OS 14 PR	495 SM 740 ML	400 OS 14 PR	
283	C1 C2 C4-C10 C14 C15	1174 MH 175 SM	7 C 5 PR 830 OS	630 SM 108 SVL 1693 MH	7 C 50 PS(H) 15 PS(M) 10 PS(E) 5 PR 830 OS	
284	A2-A4		65 PS(GC)	378 SM	65 PS(GC)	
285	E1,E3, E4,E7 D1,D2,D7	344 SM 184 ML	7 C 36 OS 121 PR	350 ML 653 SM	7 C 36 OS 121 PR	
286	C3,C13 E2,E5,E6	626 MH		902 MH 1686 ML	10 PS(E) 42 PR	
289	F1-F4	139 MM		400 MM	33 MU 72 PR	
291	G1-G4	1637 SM	10 PS(E) 213 OS	1637 SM	10 PS(E) 213 OS	
292	C11,C12	***	6 PS (Church)		6 PS (Church)	
293	D3	161 ML		306 ML	***	
294	H1,H2		675 OS		150 PS(CC) 765 OS	
386	D4-D6,D8		6 PS (Church) 385 OS		6 PS (Church) 385 OS	
Notes: SVL SM ML MM MH OS	Single-Family Resider Single-Family Resider Multi-Family Residera Multi-Family Residera Multi-Family Residera Open Space	ial, Low Density ial, Medium Density	PS(GC) PS(E) PS(M) PS(H) PS(CC) PR MU	Golf Course Elementary School Middle School High School Community College Parks & Recreation Mixed Use (Retail,O	ffice)	

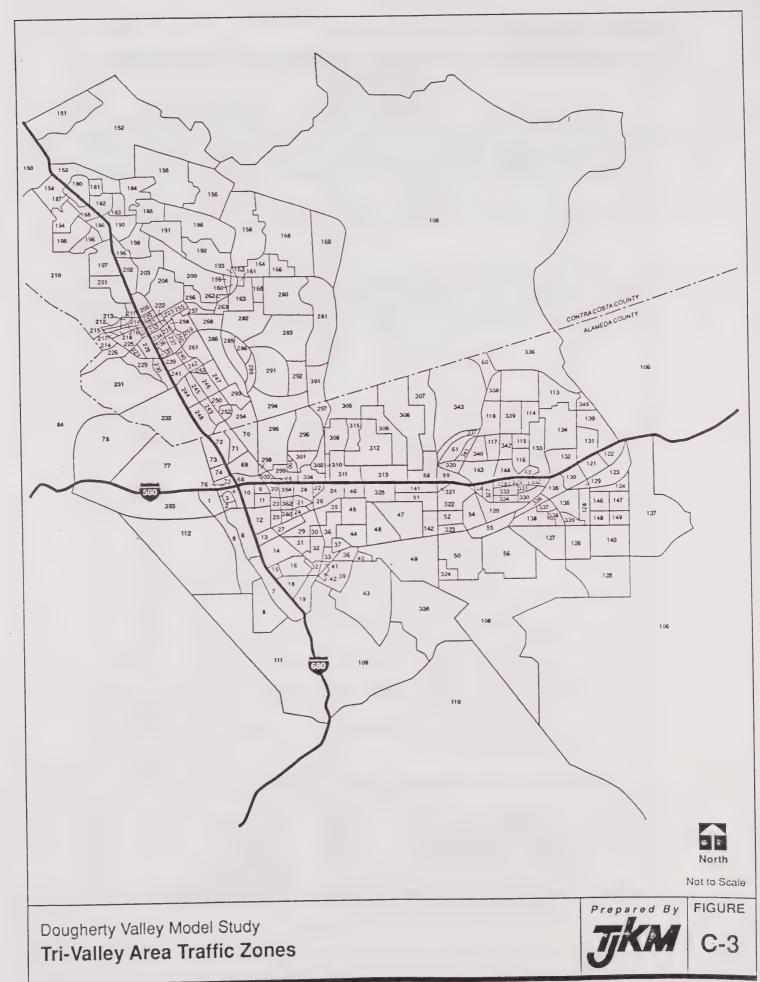


Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income						
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
1	0	0	2	155	927	0	0	0	29
2	0	0	125	156	1247	0	0	0	0
3	0	0	0	2530	70	0	0	0	34
4	0	0	494	308	3383	0	0	0	843
5	0	0	426	0	0	0	0	0	0
6	0	0	1715	0	0	0	0	0	71
7	0	0	729	0	0	0	0	0	0
8	0	0	168	212	0 43	0	0	0	0
9	0	0	0	313 65	843 1246	0	0	0	157
11	0	0	0	102	1359	0	0	0	89
12	0	. 0	1012	169	0	0	0	0	56
13	0	0	488	30	15	0	0	0	56
14	0	0	1901	0	0	0	0	0	0
15	0	0	0	158	1101	0	0	0	146
16	0	1693	0	456	862	0	0	0	288
17	0	915	0	754	385	0	0	0	131
19	0	903	0	0	280	0	0	0	40
20	0	0	0	373	1542	0	0	0	528
21	0	0	909	299	4199	0	0	0	324
22	0	0	11	695	336	0	0	0	78
23	0	0	0	313	778	0	0	0	70
24	0	0	145	96	2320	0	0	0	154
25	0	0	0	58	1224	0	0	0	43
26	0	0	253	0	0	0	0	0	0
27	0	0	228	0	0	0	0	0	35
28	0	0	433	169	3775	0	0	0	481
29	0	0	1215	113	0	0	0	0	0
30	0	0	278	189	0	0	0	0	120
31	0	0	716	41	424	U	0	0	139
32	0	0	605	172 0	634	0	0	0	132
33	0	0	512 1508	323	0 62	0		0	19 51
34 35	0	0	1298	0	377	0		0	0
36	0	0	626	0	0	0		0	0
37	0	0	0	0	215	0			274
38	0	0	10	155	211	0			7
39	0	0	1977	0	0	0			118
40	0	0	543	0	0	0		0	0
41	0	188	0	525	140	0			28

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income			(	(	(0,000)	(emp)
10	(du)	(du)	(du)	(emp)	(emp)	(emp) 0	(emp)	(emp)  0	(emp)
42	0	129	0	0 20	0	0	0	0	36
43	0	0	2334 0	0	0	0	0	0	98
44 45	0	0	760	0	0	0	0	0	ol
45	0	0	0	0	0	0	0	0	0
48	0	0	0	0	0	0	0	0	0
49	0	0	43	0	0	0	0	0	0
50	0	0	3563	333	428	0	0	0	197
51	0	0	0	0	55	0	0	0	4
52	0	0	1043	20	190	0	0	0	39
54	0	. 0	1525	242	300	0	0	0	0
55	0	0	975	2624	2347	0	0	0	2642
56	0	0	2630	0	187	0	0	0	889
60	0	0	531	162	96	0	0	0	0
61	0	0	572	264	166	0	0		1908
68	0	0	0	493	44	0	0		781
69	0	0	657	867	693	0	0		1117
70	0	1648	0	0	0	0	0		178
71	0	0	680	310	4	0	0		20
72	0	0	1130 536	25 41	66 86	0	C	_	34
73	0	0	471	2165	373	0	C		82
74	0	0	4/1	653	297	0			784
75	0	0	0	000	0	0	_	_	0
76	0	0	2274	253	413	0			676
78	0	0	2524	35	10	0	_		4
105	0	0	135	0	0	0		0	25
108	0	0	1451	61	883			0	0
109	0	0	1643	153	191	0	) (	) 0	0
111	0	0	190	0	0	0	) (	0	0
112	0	_	439	0	0	0	) (	0	0
113	0		391	0					0
114	0	0	2891	133				0	0
116	0	0	2535	246				0	0
117			2304	0				0	173
118	0		1989	24				0	0
119	C			0				0	0
120	C			185				0	60
121	C			0				0	320
122	<u> </u>	) 0	2	0	) (	) (	) (	0 0	452

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
20110	Income	Income	Income	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
123	0	0	9	0	96	0	0	0	428
125	0	0	32	0	0	0	0	0	35
126	0	0	4	10	277	0	0	0	589
127	0	0	1772	276	324	0	0	0	159
128	0	0	480	0	30	0	0	0	197
129	0	0	0 17	47 94	404 175	0	0	0	802
130	0	0	1324	92	361	0	0	0	5
131	0	0	1554	142	150	0	0	0	ol
132	0	0	1158	52	141	0	0		0
134	0	. 0	846	129	30	0	0	_	o
135	0	0	26	406	898	0	0	0	1392
136	0	0	1985	30	220	0	0	0	121
138	0	0	1440	49	193	0	0	0	18
139	0	0	44	50	298	0	0		80
141	0	0	2	0	206	0			14
142	0	0	0	0	0	0			0
145	0	0	5	. 0	0	0			1879
146	0	0	0	0	0	0			2716
147	. 0	0	0	0	0	0			1217 434
148	0	0	0	0	0	C			2253
149	0	0	0	0	0	C			350
150	0	0	1362	457 0	152 0	C			67
151	352	0	123	114	31				9
152	1366 0	0	529	0	10				67
153	0	0	461	0	0			_	47
155	95		907	34	75			_	21
156	0		242	0				0	0
158	0		966	0				0	0
159	0		115	0	C	(	) (	0	0
160	0		159	52			) (	0	7
161	0		110	216				) 0	31
163	0	0	386	0				0	
164	0		98	0				0	
165			375	0				0	
166			81	C				0	
167			426	C				0	
168			601	C				0 0	
169	0	0	605	C	) (	J (	) (	0 0	0

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

180	Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
(du) (du) (du) (emp) (	20118		1	-						
180         0         0         330         0         17         0         0         0         182         0         0         330         0         17         0 <td< td=""><td></td><td></td><td></td><td>(du)</td><td></td><td></td><td></td><td></td><td></td><td>(emp)</td></td<>				(du)						(emp)
181         0         0         320         24         0         0         0         0         183         0         0         68         0         155         0         0         0         0         184         0         0         537         0         33         0         0         0         0         0         185         0										13
183         0         0         68         0         155         0         0         0           184         0         0         537         0         33         0         0         0           185         0         0         1142         0         5         0         0         0           186         0         0         495         10         3         0         0         0           187         0         0         190         13         166         0         0         0         0           188         0         127         5         70         0         0         0         0         189         0         0         497         1417         1243         0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>										0
183         0										23
185         0         0         1142         0         5         0         0         0         186         0         0         1142         0         5         0         0         0         0         0         187         0         0         190         13         166         0         0         0         0         0         188         0         0         127         5         70         0         0         0         0         0         189         0         0         497         1417         1243         0									_	39
186       0       0       495       10       3       0       0       0         187       0       0       190       13       166       0       0       0       2         188       0       0       127       5       70       0       0       0       1       189       0       0       497       1417       1243       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0        0       0       0       0       0       0       0       0       0       0       0       0       0       0       0        0       0       0       0       0       0       0       0       0       0       0       0       0       0       0        0										14
187       0       0       190       13       166       0       0       0       2         188       0       0       127       5       70       0       0       0       188       0       0       1417       1243       0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>11</td>										11
188       0       0       127       5       70       0       0       0       1889       0       0       127       5       70       0       0       0       0       1889       0       0       1417       1243       0        0       0       0       0       0       0       0       0       0       0       0       0       0       0       0        0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>232</td>										232
189       0       0       497       1417       1243       0       0       0       5         190       0       0       612       6       0       0       0       0       0       191       0										32
190         0         0         612         6         0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>522</td>										522
191         0         0         212         0         0         0         0         0         0         192         0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>							0	0	0	0
192         0         0         351         71         22         0         0         0         0         193         0						0	0	0	0	10
193         0         0         321         0         0         0         0         0         0         194         0         0         535         0         110         0 <td< td=""><td></td><td></td><td></td><td></td><td>71</td><td>22</td><td>0</td><td></td><td></td><td>17</td></td<>					71	22	0			17
194         0         0         539         0 <td>1</td> <td>_</td> <td>0</td> <td>321</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>0</td>	1	_	0	321	0					0
196         0         0         240         250         300         0         0         0         197         0         0         344         517         863         0	1	0	0		0					0
197         0         0         344         517         863         0         0         0         198         0         0         360         94         31         0	195	0	0							40
198       0       0       360       94       31       0       0       0         199       0       0       274       8       15       0       0       0         200       0       0       630       0       0       0       0       0         201       0       0       713       0       0       0       0       0         202       0       0       760       11       20       0       0       0         203       0       0       269       0       0       0       0       0         204       0       0       1172       0       0       0       0       0         204       0       0       1309       4       17       0       0       0         205       0       0       1309       4       17       0       0       0         206       0       0       229       315       186       0       0       0         210       0       0       341       668       0       0       0         211       0       0       47       1004	196	0	0						_	191
199       0       0       274       8       15       0       0       0         200       0       0       630       0       0       0       0       0         201       0       0       743       0       0       0       0       0         202       0       0       760       11       20       0       0       0         203       0       0       269       0       0       0       0       0         204       0       0       1172       0       0       0       0       0         205       0       0       1309       4       17       0       0       0         206       0       0       229       315       186       0       0       0         210       0       0       341       668       0       0       0         211       0       0       0       0       0       0       0         213       0       0       1007       0       0       0       0         214       0       0       67       271       1740       0	1	_								17
200         0         0         630         0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>12</td>										12
201       0       0       713       0       0       0       0       0         202       0       0       760       11       20       0       0       0         203       0       0       269       0       0       0       0       0         204       0       0       1172       0       0       0       0       0         205       0       0       1309       4       17       0       0       0         206       0       0       229       315       186       0       0       0         210       0       0       34       0       0       0       0       0         211       0       0       0       341       668       0       0       0         213       0       0       1007       0       0       0       0       0         214       0       0       67       271       1740       0       0       0         215       0       0       67       271       1740       0       0       0         217       0       0       247 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>										0
201       0       0       760       11       20       0       0       0         203       0       0       269       0       0       0       0       0         204       0       0       1172       0       0       0       0       0         205       0       0       1309       4       17       0       0       0         206       0       0       229       315       186       0       0       0         210       0       0       34       0       0       0       0       0         211       0       0       0       341       668       0       0       0         213       0       0       1007       0       0       0       0       0         214       0       0       0       47       1004       0       0       0         215       0       0       67       271       1740       0       0       0         217       0       0       247       205       1356       0       0       0		_								O
203       0       0       269       0       0       0       0       0         204       0       0       1172       0       0       0       0       0         205       0       0       1309       4       17       0       0       0         206       0       0       229       315       186       0       0       0         210       0       0       34       0       0       0       0       0         211       0       0       0       341       668       0       0       0         213       0       0       1007       0       0       0       0         214       0       0       47       1004       0       0       0         215       0       0       67       271       1740       0       0       0         217       0       0       247       205       1356       0       0       0						_				16
204       0       0       1172       0       0       0       0       0         205       0       0       1309       4       17       0       0       0         206       0       0       229       315       186       0       0       0         210       0       0       34       0       0       0       0       0         211       0       0       0       341       668       0       0       0         213       0       0       1007       0       0       0       0       0         214       0       0       0       47       1004       0       0       0         215       0       0       67       271       1740       0       0       0         217       0       0       247       205       1356       0       0       0		_	_							0
205       0       0       1309       4       17       0       0       0         206       0       0       229       315       186       0       0       0         210       0       0       34       0       0       0       0       0         211       0       0       0       341       668       0       0       0         213       0       0       1007       0       0       0       0         214       0       0       0       47       1004       0       0       0         215       0       0       67       271       1740       0       0       0         217       0       0       247       205       1356       0       0       0							_		0	50
206       0       0       229       315       186       0       0       0         210       0       0       34       0       0       0       0       0         211       0       0       0       341       668       0       0       0         213       0       0       1007       0       0       0       0       0         214       0       0       0       47       1004       0       0       0         215       0       0       67       271       1740       0       0       0         217       0       0       247       205       1356       0       0       0			_				C	) (	0 0	11
210     0     0     34     0     0     0     0     0       211     0     0     0     341     668     0     0     0       213     0     0     1007     0     0     0     0       214     0     0     0     47     1004     0     0       215     0     0     67     271     1740     0     0       217     0     0     247     205     1356     0     0					315	186	, (	) (		
211     0     0     0     341     668     0     0     0       213     0     0     1007     0     0     0     0     0       214     0     0     0     47     1004     0     0     0       215     0     0     67     271     1740     0     0     0       217     0     0     247     205     1356     0     0     0		0	0	34	0					
214 0 0 0 47 1004 0 0 0 215 0 0 67 271 1740 0 0 0 217 0 0 247 205 1356 0 0	1	0	0	0						
215 0 0 67 271 1740 0 0 0 217 0 0 247 205 1356 0 0	213	0	C						_	
217 0 0 247 205 1356 0 0	214	0							_	
1 / 1 / 0 0 2-4 2-5			_							
0 0	217									1
219	1									
220 0 0 0 0 0 0	1			_						
221										
222 0 0 0 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0										
225 0 0 519 7 93 0 0										
226 0 0 192 0 0 0 0									0 0	

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income						
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
227	0	0	282	0	0	0	0	0	0
228	0	0	656	10	50	0	0	0	49
229	0	0	688	0	0	0	0	0	0
230	0	0	228	10	0	0	0	0	5
231	0	0	1	0	0	0	0	0	7
232	0	0	251	154	44	0	0	0	38
233	0	0	0	92	190	0	0	0	1215
234	0	0	0	246	3168	0	0	0	2468
235	0	0	0	274	3558	0	0	0	1642
236	0	0	0	46	1205	0	0	0	1827
237	0	0	0	65	850	0	0	0	392
238	0	0	0	1014	2367	0	0	0	1676
239	0	0	187	189	2459	0	0	0	4285
240	0	0	606	449	128	0	0	0	64
241	0	0	221	75	0	0	0	0	0
242	0	0	606	0	0	0	0	0	0
243	0	0	134	0	0	0	0	0	0
244	0	0	976	0	0	0	0	0	100
245	0	0	374 737	0	10	0	0	0	20
246	0	0	237	0	0	0	0	0	0
247 248	0	0	1271	0	20	0	0	0	0
249	0	0	343	0	0	0	0	0	0
250	0	0	219	0	25	0	0	0	10
252	0	0	204	0	25	0		0	10
253	0	0	244	105	0	0		0	0
254	0	0	493	0	0	0		0	0
255	0	0	651	30	83	0		0	100
256	0	0	376	0	0	0		0	25
257	0	0	365	0	0	0	_	0	0
258	0	0	183	61	0	0	0	0	0
259	0	0	771	99	89	0			2
260	0	Ö	260	0	0	0			0
261	0	0	731	0	0	0			0
262	0	0	326	210	60	0			30
263	0	0	352	0	0	0		0	30
264	0	0	3	0	0	0		0	0
268	0	0	297	0	50	0	0	0	8
269	0	0	420	0	0	0	0	0	0
280	0	0	978	0	5	0	0	0	10

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

1 1	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income	(0000)	(omp)	(emp)	(emp)	(emp)	(emp)
281	(du)	(du)	(du) O	(emp)  0	(emp)	(emp))	(emp)[	0	0
295	0	0	277	0	0	0	0	0	146
296	0	0	0	0	0	0	0	0	10
297	0	0	257	0	0	0	0	0	0
298	0	0	3	148	13	0	0	0	234
299	0	0	876	167	2166	0	0	0	1024
301	0	0	655	0	0	0	0	0	572
302	0	0	322	0	0	0	0	0	0
303	0	0	0	223	35	0	0	0	244 830
304	0	0	1117	647	1072	0	0	0	0
306	0	. 0	1	0	0	0	0	0	ol
307	0	0	3434	127	36	0	0	0	59
309	0	0	1879	52	15	0	0	0	7
311	0	0	734	856	1564	0		0	770
313	0	0	239	204	207	0	0	0	623
314	0	0	15	185	284	0	0	0	3499
321	0	0	0	100	0	0		0	447
322	0	0	989	134	157	0		0	738
323	0	0	190	0	0	0		0	0
324	0	0	1102	61	405	C		0	17
325	0	0	8	0 75	0 50	C			19
326	0	0	224 191	159	75				275
327	0	0	0	303	185		_	_	20
329	0	0	0	277	92	Č			65
330	0	0	462	0	0		0	0	0
331	0	0	15	0	0	C	) 0	0	0
332	0	0	4	448	128	(	) (	_	56
333	0	0	72	13	8	(			12
334	0	0	306	12					11
335	0		807	0					0
336	0		1238	0					0
339	0			10					
343	0			0					
345	0			1117					
354 362	0	_		52					
380	0	_		78			) (		
387	0	_		C			) (		

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income						
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
388	0	0	511	1	9	0	0	0	56
390	0	0	653	0	0	0	0	0	0:
391	0	0	136	0	0	0	0	0	0
392	0	0	687	0	0	0	0	0	0
393	0	0	1807	0	0	0	0	0	0
394	0	0	339	0	0	0	0	0	0
395	0	0	24	0	0	0	0	0	10
401	51715	17765	7714	53822	151258	1021	12841	23914	201159
402	28624	63836	9809	16730	48189	96	1549	3322	19994
403	35119	70697	6768	19123	67755	108	6745	15964	36088
404	3824	-34703	9593	10440	10249	8	219	205	4066
405	16577	72321	10451	32069	36192	657	13644	12867	62081
406	0	58375	34812	23614	45704	1617	3127	5109	27442
407	15709	31865	38381	21587	34512	1054	4845	28659	36401
408	32450	17768	18128	23418	56742	582	2669	30559	26868
409	7570	77993	14520	34156	98203	1129	25465	206271	47765
410	2535	72536	44361	35022	53857	445	2419	32943	28558
411	46314	47918	11032	25439	68336	522	7157	25159	53715
412	12140	37207	60174	19992	23863	785	6783	40406	17051
413	0	30849	47849	14256	21526	254	3871	18055	8845
414	2690	26510	21145	12000	28334	1545	6110	33422	11663
416	9903	87124	15349	29629	34659	558	13512	36315	27370
417	60409	65344	13218	35167	44496	453	11969	34330	39681
418	130585	25856	26153	38695	83034	293	10432	28158	100981
419	53509	9745	9382	20491	48888	137	3083	12683	16792
420	40001	38885	12922	17110	27076	1121	2009	12996	26471
421	20281	53819	19257	27060	39737	1171	3436	12033	41652
422	4683	25651	30807	17184	26004	1197	1716	5132	24199
424	25529	63784	7792	15375	20242	1076	957	8921	14470
425	27740	32590	0	12599	18607	86	2762	9862	37627
426	57727	43299	10933	29362	24369	2032	2762	15738	47102
427	14219	22185	0	11484	22379	664	1398	8067	7991
428	8192	6489	3452	4327	6103	2782	589	3504	2446
429	33828	40094	14	19919	19711	1283	2874	11150	12139
430	38702	47669	9978	32682	31654	1821	4258	19439	33880
431	9122	32060	0	7533	6804	1796	590	5955	5541
432	3171	0	25802	7536	17238	48	880	4920	9418
433	0	16482	32961	15191	19757	231	3342	4431	21691
434	915	2054	35808	13723	10978	156	674	1848	8140

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
20116	Income	Income	Income	rician	0011100	/ Igi loanar o			
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
1	0	0	2	155	927	0	0	0	29
2	0	0	125	156	1247	0	0	0	0
3	0	0.	0	2530	70	0	0	0	34
4	0	0	494	308	3383	0	0	0	843
5	0	0	426	0	0	0	0	0	0
6	0	0	1715	0	0	0	0	0	71
7	0	0	947	0	0	0	0	0	0
8	0	0	168	0	0	0	0	0	0
9	0	0	0	313	843 1246	0	0	0	157
10	0	0	0	65 102	1359	0	0	0	89
11	0	. 0	1012	169	0	0	0	0	56
12	0	0	488	30	15	0	0	0	56
14	0	0	1901	0	0	0	. 0	0	0
15	0	0	0	158	1101	0	0	0	146
16	0	1693	0	712	1349	0	0	0	515
17	0	910	0	754	385	0	0	0	131
19	0	903	0	0	280	0	0	0	40
20	0	0	0	373	1542	0	0	0	528
21	0	0	909	383	5292	0	0		829
22	0	0	11	695	336	0			78
23	0	0	0	313	778	0			70
24	0	0	145	147	2977	0			456
25	0	0	0	105	1840	0			327
26	0	0	253	0	0	0			0 35
27	0	0	228	0	5214	0		_	1192
28	0	0	433	288	5316 0	0		_	0
29	0	0	1215 278	113 189	0	0	_	_	0
30	0	0	716	41	0	C	_		139
32	0	0	605	172		C			132
33	0	0	512	0		C			19
34	0	0	1508	323					51
35	0	0		0		C			0
36	0			0		C	) (		0
37	0	_		0					274
38	0	0	10	611		C			73
39	0	0		0					118
40	0			0					0
41	0	184	0	525	140		) (	) 0	28

Table C-VI Dougherty Valley Model Land Use Data Buildout No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income	(	()	(	(0,000)	(000)	(omp)
10	(du)	(du)	(du)	(emp)	(emp) O	(emp) 0	(emp)	(emp)  0	(emp)
42	0	129	2334	20	0	0	0	0	36
43	0	0	2334	0	0	0	0	0	98
45	0	0	760	0	0	0	0	0	O
47	0	0	0	0	0	0	0	0	0
48	0	0	0	0	0	0	0	0	0
49	0	0	43	0	0	0	0	0	0
50	0	0	3545	333	428	0	0	0	197
51	0	0	0	0	55	0	0	0	4
52	0	0	1038	20	190	0	0	0	39
54	0	. 0	1523	242	300	0	0	0	0
55	0	0	971	2829	2405	0	0	0	3179
56	0	0	2611	0	187	0	0	0	889
60	0	0	785	547	206	0	0	0	55
61	0	0	853	430	270	0	0		5841
66	0	0	0	0	0	0	0	0	781
68	0	0	0	493	44 693	0		_	1117
69	0	0	657 0	867 0	042	0		_	0
70	0	1648 0	680	310	4	0	_		178
71 72	0	0	1130	25	66	0			20
73	0	0	536	41	86	0			34
74	0	0	471	2165	373	0		0	82
75	0	0	1	653	297	0		0	784
76	0	0	0	0	0	C	) C	0	0
77	0	0	2274	253	413	C	) C	0	676
78	0	0	2524	35	10	C	) C	0	4
105	0	0	135	0	0	C	) C	0	25
106	0	0	0	0	0	C	•	•	0
108	0	0		61	883	C			0
109	0	0		153	191	C			0
111	0	0		0	0				0
112		0		0	0				0
113		0		450	0 129	(			45
114		0		450 832					84
116				032					1116
117		_		141	1675				702
118		_		0					0
-		_						0	60
120		_		185	226	(	) (	0	6

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	CVAZI		1.11	Deteil	Contino	A	Wholesale	Manufacturing	Other
3	Low	Medium Income	High Income	Retail	Service	Agriculture	wholesale	Manufacturing	Ottion
	Income (du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
121	0	0	53	0	361	0	0	0	2605
122	0	0	2	0	0	0	0	0	5271
123	.0	0	9	0	96	0	0	0	9340
124	0	0	0	0	0	0	0	0	0
125	0	0	32	0	0	0	0	0	35
126	0	0	10	10	450	0	0	0	685
127	0	0	1758	276	324	0	0	0	159
128	0	0	462	0	30	0	0	0	171
129	0	0	0	47	404	0	0	0	444 4563
130	0	0	17	150	272	0	0	0	4505
131	0	. 0	1256	150	1239	0	0	0	0
132	0	0	1534	142 52	150 210	0	0	0	
133	0	0	1152 838	210	30	0	0	0	ol
134 135	0	0	26	507	1638	0	Ő	0	4368
136	0	0	1970	30	220	0		0	720
138	0	0	1435	49	270	0			18
139	0	0	15	50	550	0			180
141	0	0	2	0	300	0	0	0	1285
142	0	0	0	0	0	0	0	0	2212
145	0	0	5	0	0	0	0		2800
146	0	0	0	0	0	0	0		3520
147	0	0	0	0	0	0			1390
148	0	0	0	0	0	0			2016
149	0	0	0	0	0	0			2920
150	0	0	1326	457	152	C			350
151	352	0	123	0	0	C			67
152	1366	0	0	114	31	C			9 67
153	0	0	529	0	10				47
154	0	0	461	0	75				21
155	95	0	907	34	75 0				0
156	0	0	242 966	0					0
158	0	0	115	0					0
159 160	0	0	159	52					7
161	0	0	110	216					31
163	0	0	386	0					0
164	0	0	98	0					5
165	0	0	375	0		) (	) (		0
166	0	. 0	81	0		) (	) (	) 0	0

Table C-VI Dougherty Valley Model Land Use Data Buildout No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
20116	Income	Income	Income	, iotaii	0011100	Agriculturo	***************************************	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
167	0	0	660	0	0	0	0	0	12
168	0	0	601	0	0	0	0	0	0
169	0	0	918	0	0	0	0	0	0
180	0	0	108	0	8	0	0	0	13
181	0	0	330	0	17	0	0	0	39
182	0	0	320	24	0	0	0	0	0
183	0	0	68	0	155	0	0	0	23
184	0	0	537	0	33	0	0	0	39
185	0	0	1142	0	5	0	0	0	11
186	0	. 0	495 190	10 13	3 166	0	0	0	232
187 188	0	0	127	5	70	0	0	0	32
189	0	0	497	1417	1243	0	0	0	522
190	0	0	612	6	0	0	0	0	0
191	0	0	212	0	0	0	0		10
192	0	0	351	71	22	0	0	0	17
193	0	0	321	0	0	0	0	0	0
194	0	0	535	0	110	0	0	0	0
195	0	0	539	0	0	0	0		40
196	0	0	240	250	300	0	0		0
197	0	0	344	517	863	0	0		191
198	0	0	360	94	31	0	0		17
199	0	0	274	8	15	0			12
200	0	0	630	0	0	0			0
201	0	0	713	0	0 20	0			0 16
202	0	0	760	11	0	0			0
203	0	0	269 1172	0	0	0		_	50
205	0	0	1309	4	17	0			
206	0	0	229	315	186			_	
210	0	0	34	0					
211	0	0	0	341	668			_	
213	0	0	1007	0					
214	0	0	0	47					
215	0	0	67	271	1740			) 0	
217	0	0	247	205					
219	0	0	339	380					
220	0	0	0	308					
221	0	0	0	161					
222	0	0	0	40	С	) (	) (	) 0	500

Table C-VI Dougherty Valley Model Land Use Data Buildout No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
20110	Income	Income	Income						
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
224	0	0	5	0	0	0	0	0	42
225	0	0	519	7	93	0	0	0	43
226	0	0	192	0	0	0	0	0	0
227	0	0	282	0	0	0	0	0	49
228	0	0	656	10	50	0	0	0	
229	0	0	688	0	0	0	0	0	0
230	0	0	228	10	0	0	0	0	7
231	0	0	1	0	0 44	0	0	0	38
232	0	0	251	154 92	190	0	0	0	1215
233	0	0	0	246	3168	0	0	0	2468
234	0	· 0	0	274	3558	0	0	0	1642
235	0	0	0	46	1205	0		0	1827
236	0	0	0	122	1585	0		0	731
237	0	0	0	1014	2367	0		0	1676
239	0	0	187	189	2459	0		0	4285
240	0	0	606	449	128	0		0	64
241	0	0	221	75	0	0		0	0
242	0	0	606	0	0	0		0	0
243	0	0	134	0	0	0		0	0
244	0	0	976	0	0	0	0	0	0
245	0	0	374	0	10	0	0	0	100
246	0	0	737	0	0	0	) C		20
247	0	0	237	0	0	C			0
248	0	0	1271	0	20	C			0
249	0	0	343	0	0				0
250	0	0	219	0	25				10
252	0	0	204	0			) (		10
253	0	0	244	105	C				0
254	0	0	493	0					0
255	0		651	30					100
256	0		376	0					25
257	0			0					0
258	0			61					0
259	0			99					0
260	0			0				0	0
261	0	_		210				0	30
262		_		210			_	0	30
263								0	0
264	C	) 0	3					0	0

Table C-VI Dougherty Valley Model Land Use Data Buildout No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income (du)	Income (du)	Income (du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
265	0	0	0	0	0	0	0	0	0
268	0	0	297	0	50	0	0	0	8
269	0	0	420	0	0	0	0	0	0
280	0	0	1368	0	5	0	0	0	10
281	0	0	0	0	0	0	0	0	0
295	0	0	277	0	0	0	0	0	146
296	0	0	0	0	0	0	0	0	10
297	0	0	413	140	12	0	0	0	0 234
298	0	0	3	148 555	13 7217	0	0	0	3355
299 301	0	. 0	1521 655	0	0	0	0	0	1041
302	0	. 0	594	0	0	0	0	0	0
303	0	0	0	223	35	0	0	0	244
304	0	0	1694	2217	4690	0	0	0	2870
306	0	0	1074	0	0	0	0	0	0
307	0	0	i	0	0	0	0	0	0:
308	0	0	7216	255	73	0	0	0	77
309	0	0	3624	104	30	0	0	0	15
311	0	0	1359	3255	7526	0	0	0	3544
313	0	0	460	907	683	0	0	0	1825
314	0	0	24	300	525	0	0	0	10562
321	0	0	0	100	0	0	0	0	993
322	0	0	976	134	157	0	0	0	1889
323	0	0	180	0	0	0	0	0	0
324	0	0	1248	61	405	0	0	0	0071
325	0	0	8	0	0	0	0	0	2071
326	0	0	220	75	50	0	0	0	19 509
327	0	0	189 0	250 870	75 300	0	0	0	20
328	0	0	0	450	150	0	0	0	65
330	0	0	447	0	0	0	0		0
331	0	0	14	0	0	0			0
332	0	0	4	944	224	0			56
333	0	Ō	72	13	8	0			12
334	0	0	301	12	7	0			11
335	0	0	807	0	0	0		0	0
336	0	0	1692	0	0	0			0
339	0	0	825	10	10	0			3
343	0	0	592	0	189	0			0
345	0	0	91	0	0	0	0	0	0

CDITT DHASE? N

0.39

10/9/92

10/9/92

0 LEFT

NORTH 1.0 2.0 0.0 0.0 1 2.0 0 THRU (NO. OF LANES) 0.0< THRU 0.0

> LEFT THRU RIGHT Dougherty Rd. SPLIT PHASE? N

1.0 2.0 0.0

	DIRECT 10		10107 1101								
	2 PHASE SIGNAL										
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C										
NB	THRU (T) LEFT (L)	687 369	687 369	3600 1800	0.1908 0.2050	0.2050					
SB	RIGHT (R) THRU (T)	31 285	13 * 285	1800 3600	0.0072	0.0792					
EB	RIGHT (R) LEFT (L)	334 32	0 * 32	1800 3273	0.0000	0.0098					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: FILE 29133-10 FILE 29133-10 RIGHT THRU LEFT 20 662 0 NORTH 1.0 2.0 0.0 0.0 0 RIGHT 2.0 LEFT STREET NAME: Old Ranch Rd. 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU 1.0 2.0 0.0 0.0 -0 LEFT SPLIT PHASE? 209 323 0 LEFT THRU RIGHT

STREET NA	ME: Dondt	nerty ka.	25.77	LI FIRSE:	14					
2 PHASE SIGNAL										
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
THRU (T) LEFT (L)	323 209	323 209	3600 1800	0.0897 0.1161	0.1161					
RIGHT (R) THRU (T)	20 662	662 *	1800 3600	0.0011 0.1839	0.1839					
RIGHT (R) LEFT (L)	362 32	153 * 32	1800 3273	0.0850 0.0098	0.0850					
	MOVEMENT THRU (T) LEFT (L) RIGHT (R) THRU (T) RIGHT (R)	MOVEMENT ORIGINAL VOLUME  THRU (T) 323 LEFT (L) 209 RIGHT (R) 20 THRU (T) 662 RIGHT (R) 362	2 PHASE SIC	2 PHASE SIGNAL	2 PHASE SIGNAL   V/C					

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2010 With Project IME: : AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 222 1996 0

NORTH 1.0 2.0 0.0 2.0 0.0 ---0 RIGHT LEFT STREET NAME: 0 ---> 0.0 (NO. OF LANES) 0 THRU 0.0<---THRU 1.0 2.0 0.0 0.0 -LEFT SPLIT PHASE? RIGHT 301 --- 1.0 298 935 0

STREET			PHASE?	
	 	 		-

			2 PHASE SIG	SNAL		
MC	OVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
	THRU (T) LEFT (L)	935 298	935 298	3600 1800	0.2597 0.1656	0.1656
	RIGHT (R) THRU (T)	222 1996	103 * 1996	1800 3600	0.0572 0.5544	0.5544
	RIGHT (R) LEFT (L)	301 216	3 * 216	1800 3273	0.0017 0.0660	0.0660

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2010 With Project FILE 29133-1 RIGHT THRU NORTH 1.0 2.0 0.0 0.0 ---0 RIGHT STREET NAME: Old Ranch R 0 THRU --> 0.0 0 -1.0 2.0 0.0 RIGHT 365 --- 1.0 323 2120 0 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET N	AME: Dough	herty Rd.	SPLI	IT PHASE?	N						
	2 PHASE SIGNAL											
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
NB	THRU (T) LEFT (L)	2120 323	2120 323	3600 1800	0.5889 0.1794	0.5889						
SB	RIGHT (R) THRU (T)	184 1117	80 * 1117	1800 3600	0.0444 0.3103							
EB	RIGHT (R) LEFT (L)	365 189	42 * 189	1800 3273	0.0233 0.0577	0.0577						

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income						
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
354	0	0	371	1117	3720	0	0	0	1589
362	0	0	0	136	1764	0	0	0	789
380	0	0	0	78	1259	0	0	0	58
387	0	0	151	0	0	0	0	0	0
388	0	0	511	1	9	0	0	0	56
390	0	0	1184	136	39	0	0	0	19
391	0	0	214	0	0	0	0	0	0
392	0	0	687	0	0	0	0	0	0
393	0	0	3140	0	0	0	0	0	0
394	0	0	339	0	0	0	0	0	0
395	0	. 0	24	0	0	0	0	0	10
401	51715	17765	7714	53822	151258	1021	12841	23914	201159
402	28624	63836	9809	16730	48189	96	1549	3322	19994
403	35119	70697	6768	19123	67755	108	6745	15964	36088
404	3824	34703	9593	10440	10249	8	219	205	4066
405	16577	72321	10451	32069	36192	657	13644	12867	62081
406	0	58375	34812	23614	45704	1617	3127	5109	27442
407	15709	31865	38381	21587	34512	1054	4845	28659	36401
408	32450	17768	18128	23418	56742	582	2669	30559	26868
409	7570	77993	14520	34156	98203	1129	25465	206271	47765
410	2535	72536	44361	35022	53857	445	2419	32943	28558
411	46314	47918	11032	25439	68336	522	7157	25159	53715
412	12140	37207	60174	19992	23863	785	6783	40406	17051
413	0	30849	47849	14256	21526	254	3871	18055	8845
414	2690	26510	21145	12000	28334	1545	6110	33422	11663
416	9903	87124	15349	29629	34659	558	13512	36315	27370
417	60409	65344	13218	35167	44496	453	11969	34330	39681
418	130585	25856	26153	38695	83034	293	10432	28158	100981
419	53509	9745	9382	20491	48888	137	3083	12683	16792
420	40001	38885	12922	17110	27076	1121	2009	12996	26471
421	20281	53819	19257	27060	39737	1171	3436	12033	41652
422	4683	25651	30807	17184	26004	1197	1716	5132	24199
424	25529	63784	7792	15375	20242	1076	957	8921	14470
425	27740	32590	0	12599	18607	86	2762	9862	37627
426	57727	43299	10933	29362	24369	2032	2762	15738	47102
427	14219	22185	0	11484	22379	664	1398	8067	7991
428	8192	6489	3452	4327	6103	2782	589	3504	2446
429	33828	40094	14	19919	19711	1283	2874	11150	12139
430	38702	47669	9978	32682	31654	1821	4258	19439	33880
431	9122	32060	0	7533	6804	1796	590		5541

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Г	Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
		Income	Income	Income						
		(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
Γ	432	3171	0	25802	7536	17238	48	880	4920	9418
	433	0	16482	32961	15191	19757	231	3342	4431	21691
	434	915	2054	35808	13723	10978	156	674	1848	8140

Table C-VII

Dougherty Valley Model Land Use Data

Year 2010 Project

Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income						
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
265	0	0	1022	0	0	0	0	0	655
282	0	740	495	0	0	0	0	0	9
283	0	1693	738	112	0	0	0	0	1087
284	0	0	378	0	0	0	0	0	159
285	0	350	653	112	0	0	0	0	80
286	0	2588	0	0	0	0	0	0	156
289	0	400	0	500	0	0	0	0	1045
291	0	0	1637	0	0	0	0	0	128
292	0	0	0	0	0	0	0	0	0
293	0	306	0	0	0	0	0	0	0
294	0	. 0	0	0	0	0	0	0	1960
386	0	0	0	350	1	0	0	0	50

Table C-VIII

Dougherty Valley Model Land Use Data

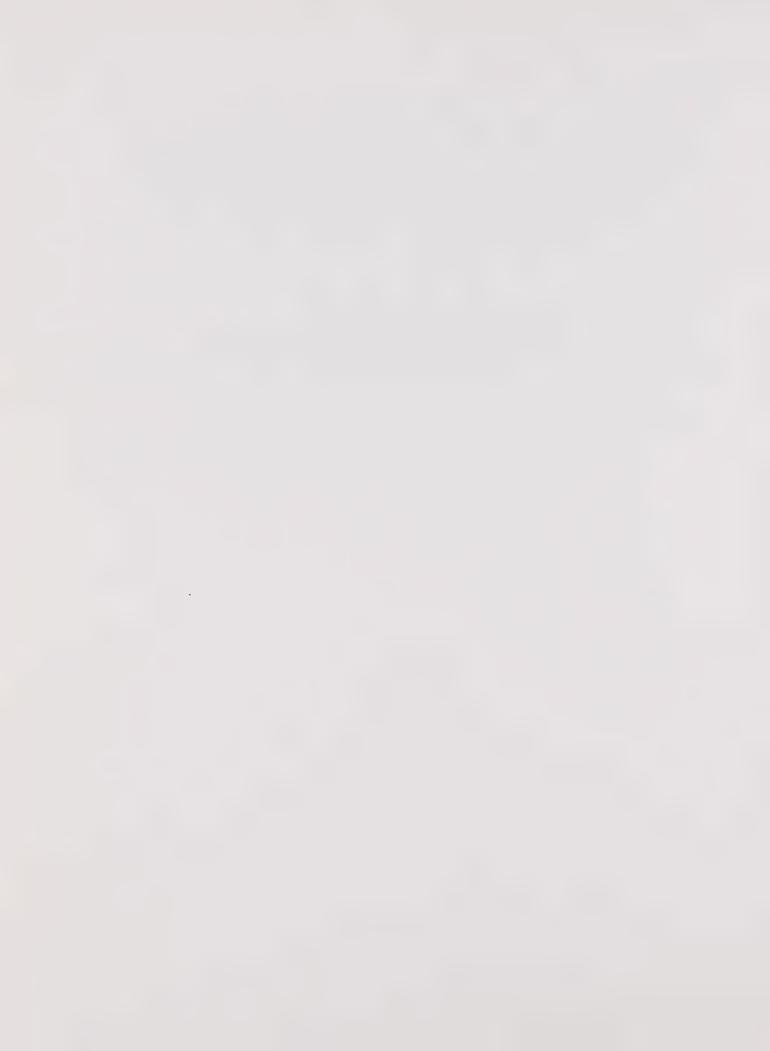
Buildout Project

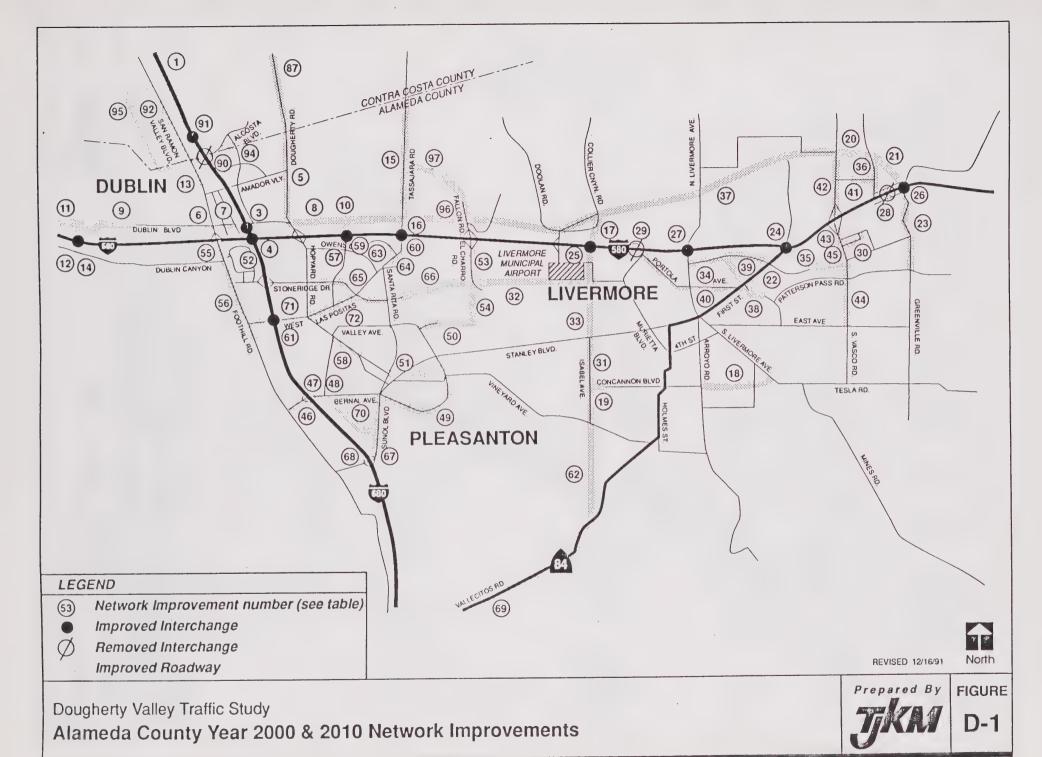
Zone	Low	Medium	High	Retail	Service	Agriculture	Wholesale	Manufacturing	Other
	Income	Income	Income			İ			
	(du)	(du)	(du)	(emp)	(emp)	(emp)	(emp)	(emp)	(emp)
265	0	0	1022	0	0	0	0	0	655
281	0	434	3910	0	0	0	0	0	12
282	0	740	495	0	0	0	0	0	9
283	0	1693	738	112	0	0	0	0	1087
284	0	0	378	0	0	0	0	0	159
285	0	350	653	112	0	0	0	0	80
286	0	2588	0	0	0	0	0	0	156
289	0	400	0	500	0	0	0	0	1045
291	0	0	1637	0	0	0	0	0	128
292	0	0	0	0	0	0	0	0	0
293	0	306	0	0	0	0	0	0	0
294	0	0	0	0	0	0	0	0	1960
386	0	0	0	350	1	0	0	0	50

# Appendix D-5. Planned Highway Improvements

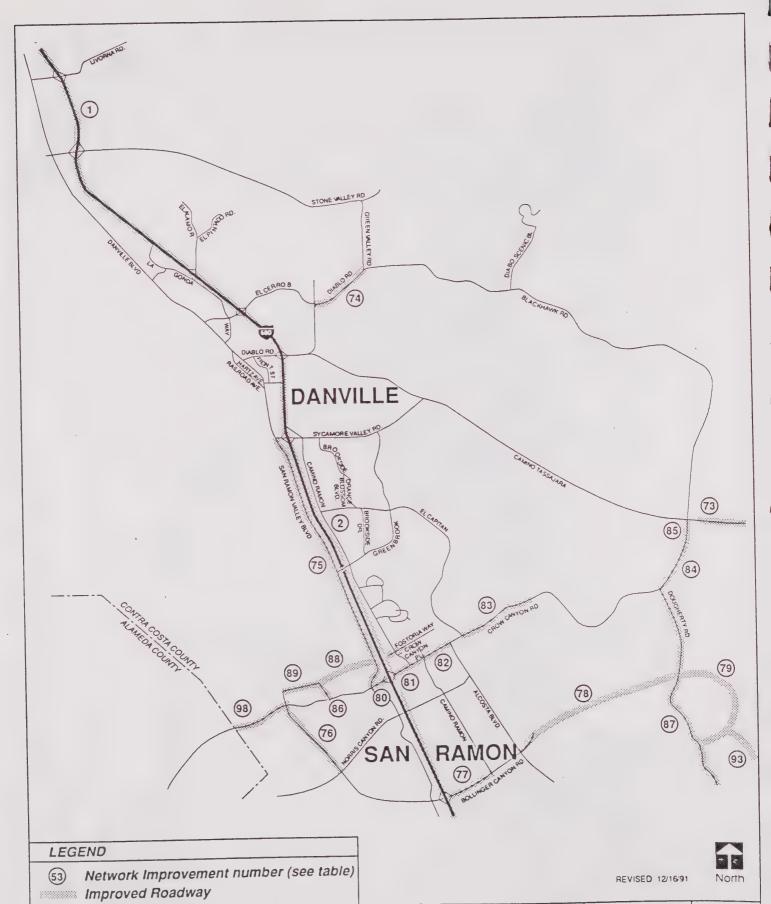








29-126 - 3/92 - CS



Dougherty Valley Traffic Study

Contra Costa County Year 2000 & 2010 Network Improvements



FIGURE

### TRI-VALLEY TRANSPORTATION MODEL

## YEAR 2000 and 2010 NETWORK IMPROVEMENTS

				Cross Section (No. of lanes)	
	From	<u>To</u>	1990	2000	2010
CALTRANS					
1. 1-680	Rudgear Rd.	Alcosta Blvd.	6	6+2 HOV	•
2. 1680	Diablo Rd.	Bollinger Canyon Rd.	6	6+2 HOV+2 AUX	•
3. I-680 @ S/O Dublin Blvd New IC (Hook ramps)	Diable Fig.	Domingor Carryon No.		-	COMPLETED
4. 1-580 @ 1-680 - New SB 1-680 to EB 1-580 Fly Over			IC	COMPLETED	•
DUBLIN					
5. Dougherty Rd.	N. City Limit / County Line	1-580	2/4 UA	6 DA	•
6. Dublin Blyd.	Donlon Way	San Ramon Rd.	2 DA	4 DA	•
7. Dublin Blvd.	San Ramon Rd.	Village Pkwy.	4 DA	6 DA	•
8. Dublin Blvd. East Ext.	Dougherty Rd.	Tassajara Rd.		2 DA	6 DA
9. Dublin Blvd. West Ext.	Schaefer Ranch Rd. IC	End of Dublin Blvd.		2 DA	•
10. Hacienda Dr.	Dublin Blvd. East Ext.	I-580		6 DA	•
11. Hollis Canyon Blvd.	Eden Canyon Rd.	Schaefer Ranch Rd.			4 DA
12. I-580 @ Schaefer Ranch Rd New IC (Diamond Norths	· · · · · · · · · · · · · · · · · · ·			COMPLETED	•
13. San Ramon Road	Vomac Road	Silvergate Dr.	2 UA	4 DA	•
14. Schaefer Ranch Rd.	Dublin Canyon Rd.	Hollis Canyon Blvd.		4 DA	•
15. Tassajara Rd.	N. City Limit / County Line	Dublin Blvd, East Ext.	2 UA	4 DA	•
16. Tassajara Rd.	Dublin Blvd. East Ext.	1-580	2 UA	6 DA	•
LIVERMORE					
17. Collier Canyon Rd.	Collier Canyon Rd.	I-580	•	•	4 DA
18. Concannon Blvd. Ext.	Arroyo Rd.	Livermore Ave.		2 UA	•
19. Concannon Blvd. Ext.	Murdell Ln.	Isabel Ave.		4 DA	•
20. Dalton Ave. Ext.	Vasco Rd.	Laughlin Rd.	-	4 DA	•
21. Dalton Ave. Ext.	Laughlin Rd.	I-580	•	•	4 DA
22. First St.	Portola Ave.	I-580	2 UA	6 DA	•
23. Greenville Rd.	I-580	Patterson Pass Rd.	2 DA	6 DA	•
24. I-580 @ First St Change IC (Parclo "A") 4-Quad			IC	COMPLETED	•
25. I-580 @ Kitty Hawk Rd New IC (Parclo "A") 4-Quad			•		COMPLETED
26. I-580 @ New Greenville Rd New IC (Parclo "A") 4-Qua	ad		•	PARTIAL	COMPLETED
27. I-580 @ North Livermore Ave Change IC (Parclo "A") 4	4-Quad		IC .	•	COMPLETED
28. 1-580 @ Old Greenville Rd Remove IC		•	IC	PARTIAL	REMOVED
29. I-580 @ Portola Ave Remove IC			IC	•	REMOVED
30. Industrial Way	Preston Ave.	Vasco Rd.	•	2 COL	•
31. Isabel Ave.	I-580	Vineyard Ave.	•	2 UA	6 DA
32. Jack London Pkwy.	El Charro Rd.	Kitty Hawk Rd.	-/2 UA	4 DA	•
33. Kitty Hawk Rd.	Jack London Pkwy.	Stanley Blvd.	•	2 UA	•
34. Las Positas Rd.	North Livermore Ave.	First St.	2 UA	4 DA	•
35. Las Positas Rd. Ext.	Las Positas Rd.	Vasco Rd.	•	4 DA	•

#### TRI-VALLEY TRANSPORTATION MODEL

### YEAR 2000 and 2010 NETWORK IMPROVEMENTS

				С	ross Section (No. of lanes)	
		From	<u>To</u>	1990	2000	2010
LIVER	RMORE (continued)					
36.	Laughlin Rd.	Dalton Ave.	Northfront Rd.		2 COL	•
37.	North Canyons Pkwy.	Doolan Rd.	Vasco Rd.	-/4 DA	•	4 DA
38.	North Mines Rd.	First St.	North Mines Rd.		4 DA	•
39.	North Mines Rd. Ext.	Las Positas Rd.	First St.		2 COL	•
40.	Portoja Ave.	Murrieta Blvd.	First St.	2/4 UA	4 DA	•
41.	Scenic Ave. Ext.	Vasco Rd.	Laughlin Rd.		2 COL	•
42.	Vasco Rd.	Dalton Ave.	I-580	2 UA/2 DA	•	4 DA
43.	Vasco Rd	1-580	Patterson Pass Rd.	4 DA	•	6 DA
44.	Vasco Rd.	Patterson Pass Rd.	East Ave.	2/4 UA	4 DA	•
45.	Vas∞ Rd. (No Left Turns from Preston Ave. to Vasco Rd.)	Tallord Table 110.		4 DA	COMPLETED	•
43.	Vasco No. (No cent famis nomit residit Ave. to vasco no.)					
PLEA	SANTON					
46.	Bernal Ave.	Foothill Rd	1-680	2 UA	4 DA	•
47.	Bernal Ave. E/B	1-680	Koll Center Dr.	2 DA	3 DA	•
48.	Bernal Ave. E/B	Koll Center Dr.	Valley Ave.	2 DA	3 DA	•
49.	Bernal Ave. E/B	First St.	Stanley Blvd.	2 UA	4 UA	•
50	Busch Rd.	Valley Ave.	El Charro Rd.		4 DA	•
51.		Main St.	Bernal Ave.		•	4 DA
52.	Dublin Canyon Rd. W/B	Stoneridge Mall Rd.	Foothill Rd.	2 UA	3 DA	
53.	El Charro Rd.	1-580	Stoneridge Dr.	2 UA	4 DA	6 DA
54	El Charro Rd	Stoneridge Dr.	Busch Rd.		2 UA	4 DA
55.	Foothill Rd. NB	Deodar Way	1-580	3 DA	4 DA	•
56.	Foothill Rd.	Stoneridge Dr.	Muirwood Dr.	2 UA	4 UA	•
57.	Hacienda Dr.	1-580	Owens Dr.		6 DA	•
58.	Hopyard Rd.	Valley Ave.	Division St	2/4 UA	4 DA	•
59.	I-580 @ Hacienda Dr New IC (Parclo "A") 4-Quad	,			COMPLETED	•
	1-580 @ Santa Rita Rd Change IC (new Ramps - Parclo "A")	4-Quad			COMPLETED	•
61.	The state of the s			•		COMPLETED
62.	Isabel Ave. Ext.	(Node 4164 on Vallecitos Rd)	Vineyard Ave.			4 DA
63.	Rosewood Dr.	Old Santa Rita Rd.	Santa Rita Rd.	4 DA	•	6 DA
64.	Santa Rita Rd.	1-580	Old Santa Rita Rd.	4 DA	6 DA	•
65.	Stonendge Dr.	Hopyard Rd.	Santa Rita Rd.	4 DA	6 DA	•
66.	Stoneridge Dr.	Santa Rita Rd.	El Charro Rd.	-/2 DA/4 DA	4 DA	6 DA
67.	· · · · · · · · · · · · · · · · · · ·	First St.	1-680	4 UA	•	6 DA
68.	Sunol Blvd.	1-680	Castlewood Dr.	2 UA	•	4 DA
69.	Vallecitos Rd.	1-680	(Node 4164 on Vallecitos Rd.)	2 UA	•	4 DA
	Valley Avenue	Bernal Ave.	Sunol Blvd.	-	4 DA	•
70. 71.	West Las Positas Blvd.	Foothill Rd.	Payne Rd.	2 UA	•	4 DA
		Hopyard Rd.	Stoneridge Dr.	4 DA	•	6 DA
72.	West Las Positas Blvd.	Hopyard Hu.	Otoriologo Dr.			

#### TRI-VALLEY TRANSPORTATION MODEL

### YEAR 2000 and 2010 NETWORK IMPROVEMENTS

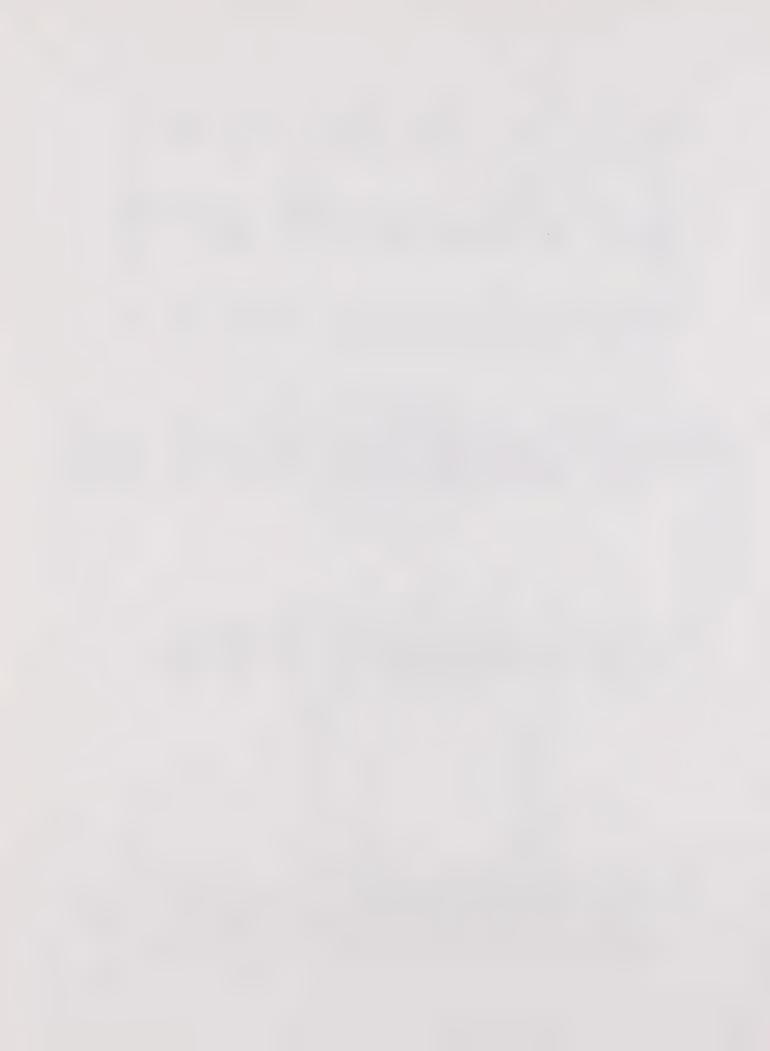
					Cross Section (No. of lanes)	
		From	<u>To</u>	1990	2000	2010
DAN	/ILLE					
73.	Camino Tassajara	(NODE 9349)	(NODE 9130)	2 DA	4 DA	•
74.	Diablo Rd.	Diablo Rd.	Green Valley Rd.	2 UA	4 UA	•
75.	San Ramon Valley Blvd.	Sycamore Valley Rd.	Crow Canyon Rd.	2 DA	4 DA	•
SAN	RAMON					
76.	Bollinger Canyon Rd.	Crow Canyon Rd.	Norris Canyon Rd.	2 DA	4 DA	*
77.	Bollinger Canyon Rd.	1-680	Camino Ramon	6 DA	8 DA	•
78.	Bollinger Canyon Rd.	Alcosta Blvd.	Dougherty Rd.	-/4 DA		6 DA
79.	Bollinger Canyon Rd. Ext.	Dougherty Rd. N	Dougherty Rd. S	•	•	4 DA
80.	Crow Canyon Rd. E/B	San Ramon Valley Blvd.	N/B I-680 on Loop	3 DA	4 DA	*
81.	Crow Canyon Rd. W/B	Crow Canyon Pl.	S/B +680 on Loop	3 DA	4 DA	•
82.	Crow Canyon Rd.	Crow Canyon Pl.	Alcosta Rd.	6 DA	8 DA	•
83.	Crow Canyon Rd.	El Capitan Dr.	St. George Rd.	4 DA	6 DA	•
84.	Crow Canyon Rd.	Dougherty Rd.	Tassajara Ranch Dr.	2 UA	4 DA	*
85.	Crow Canyon Rd.	Tassajara Ranch Dr.	Camino Tassajara	2 UA	6 DA	•
86.	Deerwood Place	Fostoria Way overcrossing	Crow Canyon Rd.			4 UA
87.	Dougherty Rd.	Crow Canyon Rd.	County Line	2/4 UA	4 DA	•
88.	Fostoria Way overcrossing	Camino Ramon	Deerwood Place		4 DA	•
89.	Fostoria Way overcrossing	Deerwood Place	Bollinger Canyon Rd.	•	2 UA	•
90.	1680 @ Alcosta Blvd Remove S/B Off Ramp			RAMP		REMOVED
91.	1680 @ San Ramon Valley Blvd. (Alcosta Blvd.) - New Hook	Ramp		•		COMPLETED
92.	San Ramon Valley Blvd.	Pine Valley Rd.	Alcosta Blvd.	2 DA	4 DA	
93.	Tassajara Connection	Bollinger Canyon Rd.	Tassajara Rd.			4 DA
94.	Village Pkwy Realign to Intersect Alcosta Blvd. @ Belle Me	ade Dr.			COMPLETED	•
95.	West Side Collector	San Ramon Valley Blvd. s/o Montevideo Dr.	San Ramon Valley Blvd.  @ Alcosta Blvd.		2 COL	•
ALAI	MEDA COUNTY					
96.	Dublin Blvd. East Ext.	Tassajara Rd.	D∞lan Rd.		2 DA	6 DA
97.	Fallon Rd.	Tassajara Rd.	1-580	-/2 UA	4 DA	•
CON	TRA COSTA COUNTY					
98.	Crow Canyon Rd.	County Line	Bollinger Canyon Rd.	2 UA	•	4 UA

 <sup>•</sup> No change from previous network
 = Non existent

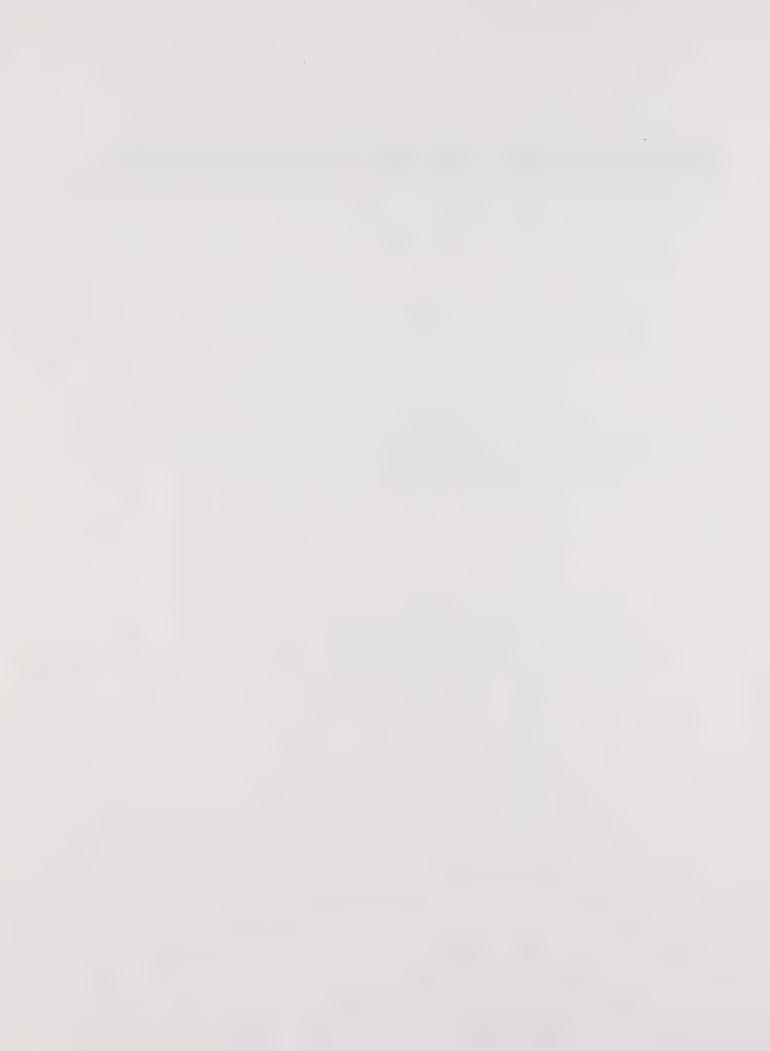
 DA
 = Divided Arterial
 UA
 = Undivided Arterial

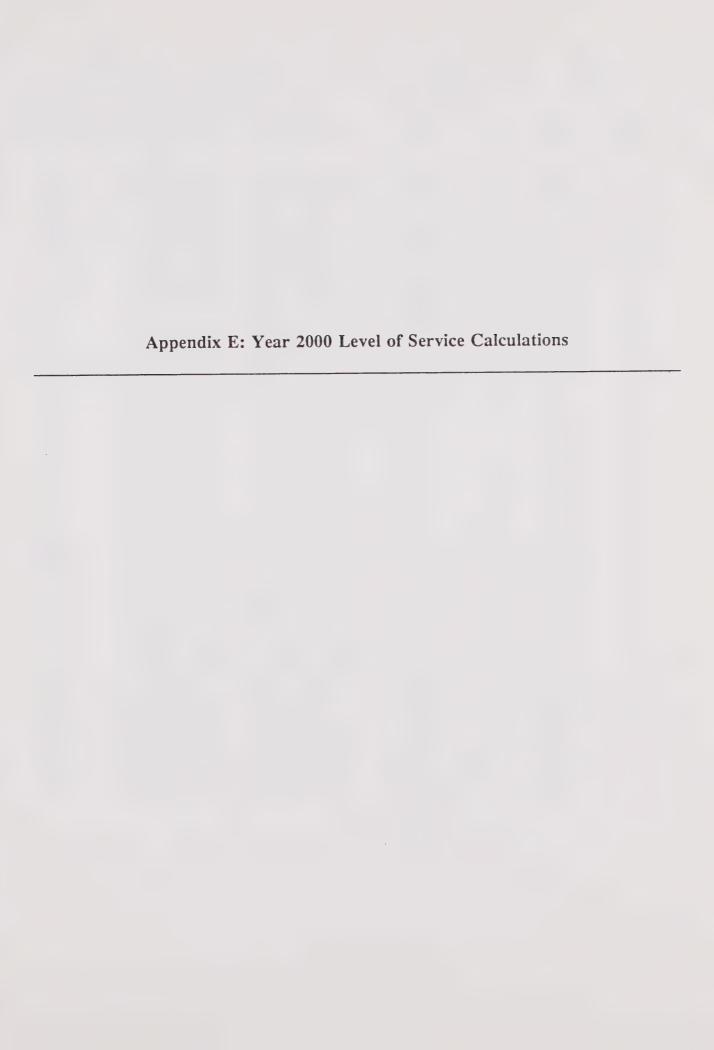
 COL
 = Collector
 IC
 = Interchange

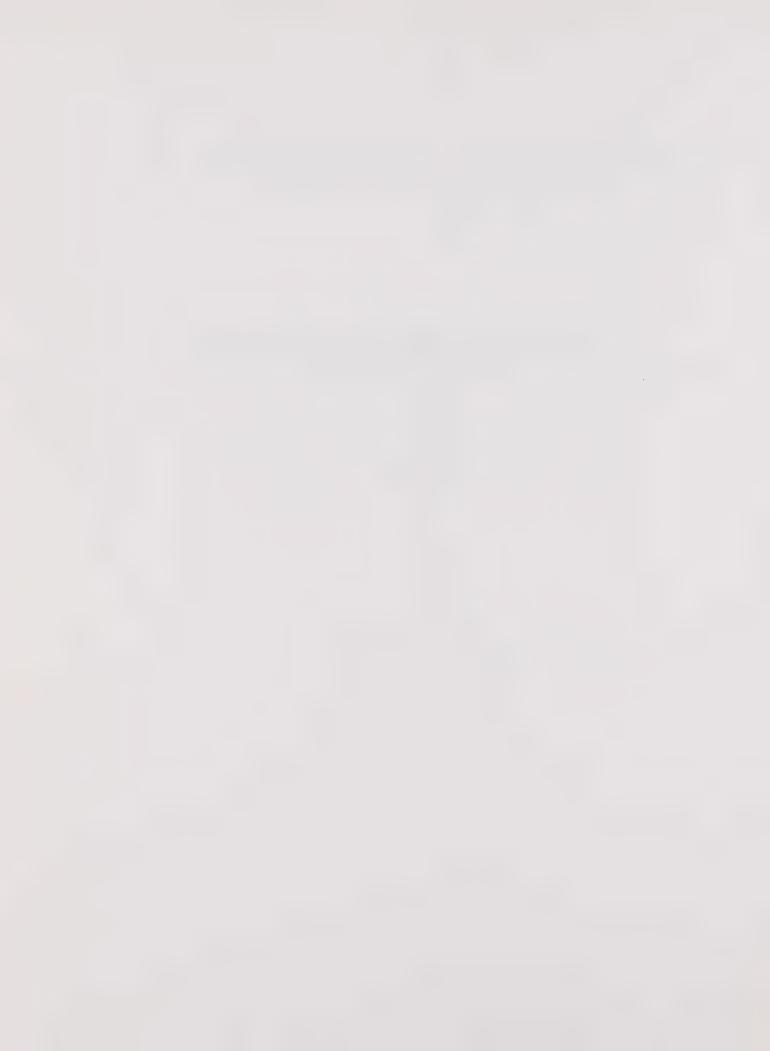
 E/B
 = Eastbound
 W/B
 = Westbound



# Appendix D-6. Year 2000 Level of Service Calculations







CONDITION:	Year 2000 - No	Project	AM		PM.	[
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
505 506 514 515 518 521 522 551 564 942 943 945 947 949 951 953 957 958 1361 1369 1385 1416 2201 2264 2265 2280 2290 2291 2301 2307 2308 2309 2322 2323 2383 2384 2385 2386 2387 2507 2514	Camino Tass. Camino Tass. Alcosta Blvd. Camino Ramon San Ramon Vly Camino Ramon Alcosta Blvd. Dougherty Rd. Blackhawk Rd. I-680 NB Off	Diablo Rd. Sycamore Vlly Crow Canyon Crow Canyon Crow Canyon Bollinger Cyn Bollinger Cyn Bollinger Cyn Camino Tass. Diablo Rd. Diablo Rd. Sycamore Vlly Sycamore Vlly Crow Canyon Crow Canyon Crow Canyon Crow Canyon Bollinger Cyn Bollinger Cyn Bollinger Cyn Bollinger Cyn Canyon Crow Canyon Com Canyon Crow Canyon Bollinger Cyn Camino Tass. Dublin Extn. Old Ranch Rd. Old Ranch Rd	0.74 0.78 0.59 0.79 0.75 0.71 0.87 0.68 0.38 0.68 0.63 0.66 0.66 0.66 0.66 0.66 0.74 0.66 0.66 0.66 0.74 0.66 0.74 0.66 0.74 0.66 0.74 0.74 0.74 0.74 0.74 0.75 0.74 0.74 0.74 0.74 0.74 0.74 0.74 0.74 0.74 0.74 0.75 0.74	CCACACCADAABADCDAABAADBAAABAAACAAAADFDAAAAD	0.93 0.63 0.74 0.78 0.81 0.97 0.80 0.34 0.63 0.47 0.63 0.42 0.61 0.82 0.62 0.68 0.66 1.12 0.63 0.66 1.12 0.63 0.65 0.65 0.67 0.63 0.65 0.67 0.63 0.74 0.63 0.74 0.63 0.77 0.63 0.66 1.12 0.66 0.67	EBCCDECACBACAABDAACBBFAAAABAADEBABFBEDAAAC

CONDITION :	Year 2000 With	Project	AM		PM	
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
505 506 514 515 518 521 522 551 564 942 943 945 947 949 951 953 955 957 958 1361 1369 1385 1416 2201 2264 2265 2280 2290 2291 2301 2307 2308 2309 2	Camino Tass. Camino Tass. Alcosta Blvd. Camino Ramon San Ramon Vly Camino Ramon Alcosta Blvd. Dougherty Rd. Blackhawk Rd. I-680 NB Off	Amador Valley S.P. R.O.W. Dublin Extn. Dublin Blvd. Dublin Blvd. I-580 WB Off I-580 EB Off I-580 WB Off	0.74 1.13 0.58 0.44 0.90 0.40 0.88 0.74 0.88 0.52 0.53 0.61 0.55 0.51	CDBDADDCFAADADCDAABAADBAAADAAADBBAACFDAAADA	0.93 0.75 0.75 0.79 0.83 0.99 0.97 0.63 0.47 0.43 0.62 0.87 0.67 0.79 1.13 0.41 0.53 0.41 0.51 0.79 0.84 0.72 0.88 1.01 0.63 0.63 0.63 0.63 0.63 0.63 0.94 0.63 0.64 0.63	ECCCDEECEBADAABDABCBCFAAAACDCDFCBBFBEDAAACA

#### CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

510 0 234 LEFT THRU RIGHT STREET NAME: Camino Tass.

SPLIT PHASE? N

1.0 --- 142 LEFT

10/9/92

-	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	234 510	92 * 510	1720 1720	0.0535 0.2965	0.2965			
EB	RIGHT (R) THRU (T) T + R	185 329	185 329 514	1720 1720 1720	0.1076 0.1913 0.2988				
WB	THRU (T) LEFT (L)	768 142	768 142	1720 1720	0.4465 0.0826	0.4465			

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

LEFT 0 --- 0.0 0.0 0.0 0.0 0.0 0.0 --- 0 RIGHT

THRU 340 ---> 1.1 (NO. OF LANES) 1.0<--- 750 THRU Diablo Rd.

RIGHT 185 --- 1.1 1.0 0.0 1.0 --- 131 LEFT SPLIT PHASE?

510 0 226 LEFT THRU RIGHT STREET NAME: Camino Tass.

SPLIT PHASE? N

	3 FRASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	22 <b>6</b> 510	95 * 510	1720 1720	0.0552 0.2965	0.2965				
EB	RIGHT (R) THRU (T) T + R	185 340	185 340 525	1720 1720 1720	0.1076 0.1977 0.3052					
WB	THRU (T) LEFT (L)	750 131	750 131	1720 1720	0.4360 0.0762	0.4360				
	TOTAL VOI		ACITY RATIO: OF SERVICE:			0.73 C				

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	85 302	302	1720 1720	0.0000 0.1756	0.1756					
EB	RIGHT (R) THRU (T) T + R	463 688	463 688 1151	1720 1720 1720	0.2692 0.4000 0.6692	0.6692					
WB	THRU (T) LEFT (L)	506 141	506 141	1720 1720	0.2942	0.0820					
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.93 E					

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE PEAK HOUR: FILE 29133-00 COUNT DATE/TIME: PM Year 2000 With Project FILE 29133-00 FILE 2

SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

302 0 85 LEFT THRU RIGHT

		3 PHASE SIG	NAL			
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
RIGHT (R) LEFT (L)	85 302	0 * 302	1720 1720	0.0000 0.1756	0.1756	
RIGHT (R) THRU (T) T + R	463 690	463 690 1153	1720 1720 1720	0.2692 0.4012 0.6703	0.6703	
THRU (T) LEFT (L)	519 136	519 136	1720 1720	0.3017 0.0791	0.0791	
					0.93 E	
	RIGHT (R) LEFT (L) RIGHT (R) THRU (T) T + R THRU (T) LEFT (L)	MOVEMENT VOLUME  RIGHT (R) 85 LEFT (L) 302  RIGHT (R) 463 THRU (T) 690 T + R  THRU (T) 519 LEFT (L) 136  TOTAL VOLUME-TO-CAPA	MOVEMENT ORIGINAL ADJUSTED VOLUME*  RIGHT (R) 85 0 * LEFT (L) 302 302  RIGHT (R) 463 463 THRU (T) 690 690 T + R 153  THRU (T) 519 519 LEFT (L) 136 136	MOVEMENT VOLUME VOLUME* CAPACITY  RIGHT (R) 85 0 * 1720  LEFT (L) 302 302 1720  RIGHT (R) 463 463 1720  THRU (T) 690 690 1720  T + R 153 1720  THRU (T) 519 519 1720  LEFT (L) 136 136 1720  TOTAL VOLUME-TO-CAPACITY RATIO:	ORIGINAL   ADJUSTED   V/C	ORIGINAL   ADJUSTED   V/C   CRITICAL

\* ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Camino Tass.

INTERSECTION 506 Camino ...
COUNT DATE/TIME: AM Year 2000 No Project 506 Camino Tass. and Sycamore Vlly DANVILLE PEAK ROUR: FILE 29133-00 RIGHT THRU LEFT NORTH 1.0 1.0 0.0 1.0 1.1 -- 294 RIGHT LEFT STREET NAME: Sycamore Vlly 366 ---> 2.0 (NO. OF LANES) 2.1<--- 1844 THRU THRU SPLIT PHASE? 0.0 0.0 0.0 1.0 -0 LEFT RIGHT LEFT THRU RIGHT SPLIT PHASE? N STREET NAME: Camino Tass.

	STREET WATE. CAMENO 1255.								
			5 PHASE SIG	GNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	85 193	63 * 193	1650 1650	0.0382 0.1170	0.1170			
EB	THRU (T) LEFT (L)	366 22	366 22	3300 1650	0.1109 0.0133	0.0133			
WB	RIGHT (R) THRU (T) LEFT (L) T + R	294 1844 0	294 1844 0 2138	1650 3300 1650 3300	0.1782 0.5588 0.0000 0.6479	0.6479			
photoc	TOTAL VO	0.78 C							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

506 Camino Tass. and Sycamore Vily DANVILLE TION 500 TE/TIME: N : AM Year 2000 With Project FILE 29133-00 NORTH 1.0 1.0 0.0 1.0 1.1 --- 294 RIGHT STREET NAME: Sycamore Vily 461 ---> 2.0 (NO. OF LANES) 2.1<--- 2251 THRU SPLIT PHASE? O LEFT RIGHT LEFT THRU RIGHT

	STREET NA	ME: Camir	no Tass.	SPLI	T PHASE?	N
			5 PHASE SIC	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	71 193	49 * 193	1650 1650	0.0297 0.1170	0.1170
EB	THRU (T) LEFT (L)	461 22	461 22	3300 · 1650	0.1397 0.0133	0.0133
WB	RIGHT (R) THRU (T) LEFT (L) T + R	294 2251 0	294 2251 0 2545	1650 3300 1650 3300	0.1782 0.6821 0.0000 0.7712	0.7712
			ACITY RATIO OF SERVICE:			0.90 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

TNTF	RSECT	TON 5	06	Camino	Tass	. and	Syca	more	Vlly	DANVIL	LE	
COUN	TT DATE	E/TIME		Year 2				P.	eak A	DUR:	FILE 29	133-00
		۸	****	RIGHT 64	THRU	LEFT 286		^			NORTH	1
LEFT	2 8	9	1.0	1.0		1.0	1.1		157	RIGHT	STREET	NAME: re Vlly
THR	J 150	1>	2.0	(NO.	OF LA	NES)		<	733	THRU	_	
RIG	HT	0	0.0	0.0	0.0	0.0	1.0		0	LEFT	SPLIT P	
		V		LEFT	0 THRU	0 RIGHT	r	V				
	STRE	ET NAM	Æ:	Camin	o Tass			SPI	IT PE	ASE? N		
					5 PHAS	E SIGN	VAL					
	MOVEME	NT	ORIG		ADJUS VOLU		CAPA	CITY		V/C ATIO	CRITICAL V/C	
SB	RIGHT LEFT			64 86	28	0 *		50		0000 1733	0.1733	
EB	THRU LEFT	(T) (L)	15	01 89	150	1 39		50		4548 0539	0.4548	
WB	RIGHT THRU LEFT	(T) (L)		57 33 0		57 33 0	33	50 00 50	0.:	0952 2221 0000 2697	0.0000	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 506 Camino Tass. and Sycar COUNT DATE/TIME: CONDITION : PM Year 2000 With Project 506 Camino Tass. and Sycamore V11y DANVILLE FILE 29133-00 RIGHT THRU LEFT NORTH 1.0 1.0 0.0 1.0 1.1 - 157 RIGHT STREET NAME: Sycamore VI THRU 1804 ---> 2.0 (NO. OF LANES) 2.1<--- 932 THRU SPLIT PHASE? 0.0 LEFT THRU RIGHT

	STREET NA	IT PHASE?	N								
-											
===	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C										
SB	RIGHT (R) LEFT (L)	50 286	0 * 286	1650 1650	0.0000 0.1733	0.1733					
EB	THRU (T) LEFT (L)	1804 64	1804 64	3300 1650	0.5467 0.0388	0.5467					
WB	RIGHT (R) THRU (T) LEFT (L) T + R	157 932 0	157 932 0 1089	1650 3300 1650 3300	0.0952 0.2824 0.0000 0.3300	0.0000					
	TOTAL VOI	LUME-TO-CAP			0.72 C						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

	STREET NA	ME: Alco:	sta Blvd.	SPLIT PHASE? N				
			3 PHASE SIC	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	193 267	0 * 267	3127 3127	0.0000 0.0854	0.0854		
EB	RIGHT (R) THRU (T) T + R	376 522	376 522 898	1720 5160 5160	0.2186 0.1012 0.1740	0.2186		
WB	THRU (T) LEFT (L)	1794 909	1794 909	5160 3127	0.3477 0.2907	0.2907		
-		UME-TO-CAP	ACITY RATIO: DF SERVICE:			0.59 A		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSE	ECTION 514	Alcosta Bl	vd. and		1 SAN RA ( HOUR:	MOM
CONDITI		M Year 2000	With Pro			FILE 29133-00
		RIGHT THE	U LEFT			^
		0 0				1
	^	i	i	^		NORTH
LEFT	0 0	0.0 0.0		0.0	0 RIGHT	STREET NAME:
THRU	526> 3	.1 (NO. OF I	ANES)	3.0< 196	51 THRU	Crow Canyon
RIGHT	388 1 v	305 LEFT THRU	196	2.0 90 v	00 LEFT	SPLIT PHASE? N

	STREET NA	ME: Alcos	sta Blvd.	SPLIT PHASE? N				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	196 305	305	3127 3127	0.0000 0.0975	0.0975		
EB	RIGHT (R) THRU (T) T + R	388 526	388 526 914	1720 5160 5160	0.2256 0.1019 0.1771	0.2256		
WB	THRU (T) LEFT (L)	1961 900	1961 900	5160 3127	0.3800 0.2878	0.2878		
302		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.61 B		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT				Alcost	a Blv	d. and	CIOW	Cany	on AK H	SAN RA	MON	
CONDI				Year 2	2000 N	Proje	ect		ALC 11		FILE 2	9133-00
200000				RIGHT	THRU	LEFT					^	
		^						^			NORT	Н
LEFT	0		0.0	0.0	0.0	0.0	0.0		0	RIGHT	STREET	MAME .
THRU	1698	>	3.1	(NO.	OF LA	NES)	3.0<		869	THRU	Crow	
RIGHT	307	>	1.1	350		2.0 > 1 943 RIGHT	2.0	l V	362	LEFT		PHASE? N

	STREET NA	ME: Alcos	sta Blvd.	SPLIT PHASE? N							
			3 PHASE SIG	NAL							
-	ORIGINAL ADJUSTED V/C CRI MOVEMENT VOLUME VOLUME* CAPACITY RATIO										
NB	RIGHT (R) LEFT (L)	943 350	744 * 350	3127 3127	0.2379 0.1119	0.2379					
EB	RIGHT (R) THRU (T) T + R	307 1698	307 1698 2005	1720 5160 5160	0.1785 0.3291 0.3886	0.3886					
WB	THRU (T) LEFT (L)	869 362	869 362	5160 3127	0.1684 0.1158	0.1158					
2112		LUME-TO-CAPA	ACITY RATIO: DF SERVICE:			0.74 C					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

Alcosta Blv	d. and				MON
Year 2000 W	ith Pro		ALC IIC	, o. c.	FILE 29133-00
RIGHT THRU	LEFT				<u>^</u>
_	1	î			NORTH
	0.0	0.0	0	RIGHT	STREET NAME:
(NO. OF LA	NES)	3.0<	892	THRU	Crow Canyon
<=== 0.0	2.0	2.0	359	LEFT	SPLIT PHASE?
378 0	910	V			
LEFT THRU	RIGHT				
1	RIGHT THRU  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RIGHT THRU LEFT	Year 2000 With Project   PE	RIGHT THRU LEFT 0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	RIGHT THRU LEFT  0 0 0

		378 LEFT	0 910 THRU RIGI	łΤ											
	STREET NAME: Alcosta Blvd. SPLIT PHASE? N														
3 PHASE SIGNAL															
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C															
NB	RIGHT (R) LEFT (L)	910 378	713 * 378	3127 3127	0.2280 0.1209	0.2280									
EB	RIGHT (R) THRU (T) T + R	340 1770	340 1770 2110	1720 5160 5160	0.1977 0.3430 0.4089	0.4089									
WB	THRU (T) LEFT (L)	892 359	892 359	5160 3127	0.1729 0.1148	0.1148									
04.00				TOTAL VOLUME-TO-CAPACITY RATIO: 0.75 INTERSECTION LEVEL OF SERVICE: C											

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: PEAK HOUR: FIL FILE 29133-00

RIGHT THRU LEFT NORTH 271 - 1.0 <--- v --- 1.0 RIGHT THRU 912 ---> 3.1 (NO. OF LANES) 3.0<--- 1719 THRU Crow Canyon RIGHT 1427 -- 2.1 2.0 2.1 1.1 1.0 -- 387 LEFT SPLIT PHASE? 129 84 66 LEFT THRU RIGHT

	STREET NA	ME: Cami	no Ramon	SPL:	IT PHASE?	Y	
			6 PHASE SIG	SNAL			
	MOVEMENT	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	66 84 129	66 84 129 150	1650 3300 3000 3300	0.0400 0.0255 0.0430 0.0455	0.0455	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	49 152 64	49 152 64 201	1650 3300 3000 3300	0.0297 0.0461 0.0213 0.0609	0.0609	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	1427 912 271	1356 * 912 271 2268	3000 4950 1650 6300	0.4520 0.1842 0.1642 0.3600	0.4520	
WB	RIGHT (R) THRU (T) LEFT (L)	105 1719 387	70 * 1719 387	1650 4950 1650	0.0424 0.3473 0.2345	0.2345	
-=-		LUME-TO-CAP.	•		0.79 C		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: Camino Ramon SPLIT PHASE? Y

10/9/92

INTERS				Camino	Ramo	n and	CIOW		iyon EAK E	SAN KA	MON
COUNT		LIME	AM	Year 2	000 W	ith Pro	oject		LAK		FILE 29133-00
				RIGHT 50	THRU 158	LEFT 68					^
		^		1	i			^			NORTH
LEFT	307		1.0	1.1	2.1	2.0	1.0		134	RIGHT	STREET NAME:
THRU	921	>	3.1	(NO.	OF LA	NES)	3.0<		1861	THRU	Crow Canyon
RIGHT	1386		2.1	<=-0	2,1	1.1>	1.0	i v	420	LEFT	SPLIT PHASE?
				141 LEFT	108 THRU	75 RIGHT					

	STREET NAME: CARDING NAMEDIA STEET THESE.									
	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	75 108 141	75 108 141 183	1650 3300 3000 3300	0.0455 0.0327 0.0470 0.0555	0.0555				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	50 158 68	50 158 68 208	1650 3300 3000 3300	0.0303 0.0479 0.0227 0.0630	0.0630				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	1386 921 307	1308 * 921 307 2229	3000 4950 1650 6300	0.4360 0.1861 0.1861 0.3538	0.4360				
WB	RIGHT (R) THRU (T) LEFT (L)	134 1861 420	97 * 1861 420	1650 4950 1650	0.0588 0.3760 0.2545	0.2545				
-	TOTAL VOI		ACITY RATIO OF SERVICE:	•		0.81 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 515 COUNT DATE/TIME:	Camino Ramon and	PEAK HOUR:	POIN
	Year 2000 No Proje		FILE 29133-00
^	RIGHT THRU LEFT 216 156 232	^	NORTH
LEFT 137 1.0	1.1 2.1 2.0	1.0 194 RIGHT	STREET NAME:
THRU 1475> 3.1	(NO. OF LANES)	3.0< 1019 THRU	Crow Canyon
RIGHT 195 — 2.1	2.0 2.1 1.1 <	1.0 209 LEFT	SPLIT PHASE?
STREET NAME:	Camino Ramon	SPLIT PHASE? Y	

	STREET N	AME: Cami	no Ramon	SPL	IT PHASE?	Y			
			6 PHASE SIG	NAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + R	309 214 659	30 <b>9</b> 214 659 523	1650 3300 3000 3300	0.1873 0.0648 0.2197 0.1585	0.2197			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	216 156 232	216 156 232 372	1650 3300 3000 3300	0.1309 0.0473 0.0773 0.1127	0.1309			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	195 1475 137	0 * 1475 137 1475	3000 <sup>-</sup> 4950 1650 6300	0.0000 0.2980 0.0830 0.2341	0.2980			
WB	RIGHT (R) THRU (T) LEFT (L)	194 1019 209	66 * 1019 209	1650 4950 1650	0.0400 0.2059 0.1267	0.1267			
2000	TOTAL VOLUME-TO-CAPACITY RATIO: 0.78 INTERSECTION LEVEL OF SERVICE: C								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

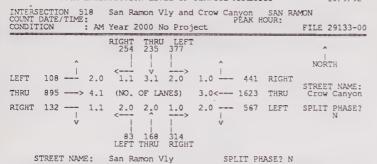
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

632 230 329

INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : PM Year 2000 With Project FIL FILE 29133-00 RIGHT THRU LEFT 215 171 258 NORTH LEFT 144 -- 1.0 1.1 2.1 2.0 1.0 -- 215 RIGHT STREET NAME: Crow Canyon THRU 1535 ---> 3.1 (NO. OF LANES) 3.0<--- 1024 THRU RIGHT 199 --- 2.1 2.0 2.1 1.1 1.0 --- 230 LEFT SPLIT PHASE?

		LEFT	THRU RIGH	łT		
	STREET NA	ME: Camir	no Ramon	SPL	IT PHASE?	Y
			6 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	329 230 632	329 230 632 559	1650 3300 3000 3300	0.1994 0.0697 0.2107 0.1694	0.2107
SB	RIGHT (R) THRU (T) LEFT (L) T + R	215 171 258	215 171 258 386	1650 3300 3000 3300	0.1303 0.0518 0.0860 0.1170	0.1303
EB	RIGHT (R) THRU (T) LEFT (L) T + R	199 1535 144	1535 144 1535	3000 4950 1650 6300	0.0000 0.3101 0.0873 0.2437	0.3101
WB	RIGHT (R) THRU (T) LEFT (L)	215 1024 230	73 * 1024 230	1650 4950 1650	0.0442 0.2069 0.1394	0.1394
_ 1111		LUME-TO-CAP	ACITY RATIO			0.79

\* ADJUSTED FOR RIGHT TURN ON RED



	6 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	314 168 83	2 * 168 83	1650 3300 3000	0.0012 0.0509 0.0277	0.0277			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	254 235 377	254 235 377 489	1650 4950 3000 4950	0.1539 0.0475 0.1257 0.0988	0.1539			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	132 895 108	132 895 108 1027	1650 6600 3000 6600	0.0800 0.1356 0.0360 0.1556	0.0360			
WB	RIGHT (R) THRU (T) LEFT (L)	441 <sup>1</sup> 1623 567	234 * 1623 567	1650 4950 3000	0.1418 0.3279 0.1890	0.3279			
	TOTAL VOI		ACITY RATIO: OF SERVICE:			0.55 A			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

COUNT DATE/TIME:	San Ramon VIy and	Crow Canyon SAN R	AMON
	Year 2000 With Pro		FILE 29133-00
	RIGHT THRU LEFT 293 228 334	^	) NORTH
	1.1 3.1 2.0 (NO. OF LANES)		STREET NAME: Crow Canvon
	, , , , , , , , , , , , , , , , , , , ,	2.0 567 LEFT	*
STREET NAME.	130 178 371 LEFT THRU RIGHT	SDIIT DHASE? N	

	STREET NAME: San Ramon VIV SPEIT PHASE? N									
	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	371 178 130	59 * 178 130	1650 3300 3000	0.0358 0.0539 0.0433	0.0433				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	293 228 334	293 228 334 521	1650 4950 3000 4950	0.1776 0.0461 0.1113 0.1053	0.1776				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	132 880 108	132 880 108 1012	1650 6600 3000 6600	0.0800 0.1333 0.0360 0.1533	0.0360				
WB	RIGHT (R) THRU (T) LEFT (L)	441 1660 567	257 * 1660 567	1650 4950 3000	0.1558 0.3354 0.1890	0.3354				
1335.00	TOTAL VOLUME-TO-CAPACITY RATIO: 0.59 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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INTERS COUNT				San Ra	umon V	ly and	Crow	/ Car	nyon PEAK H	SAN RA	MON	
CONDI				Year 2	2000 N	o Proje	ect				FILE 2	9133-00
				RIGHT 194	THRU 288						î	
		^			11	1		î			NORT	'H
LEFT	390		2.0	1.1	3.1	2.0	1.0		384	RIGHT	CTDFFT	NAME:
THRU	1794	>	4.1	(NO.	OF LA	NES)	3.0<	·	1272	THRU	Crow	
RIGHT	137	· v	1.1	257	2.0   	1.0 >   	2.0	l v	417	LEFT	SPLIT	PHASE? N

	STREET NA	ME: San	Ramon Vly	SPL	IT PHASE?	N
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	616 349 257	387 * 349 257	1650 3300 3000	0.2345 0.1058 0.0857	0.2345
SB	RIGHT (R) THRU (T) LEFT (L) T + R	194 288 424	194 288 424 482	1650 4950 3000 4950	0.1176 0.0582 0.1413 0.0974	0.1413
EB	RIGHT (R) THRU (T) LEFT (L) T + R	137 1794 390	137 1794 390 1931	1650 6600 3000 6600	0.0830 0.2718 0.1300 0.2926	0.2926
WB	RIGHT (R) THRU (T) LEFT (L)	384 1272 417	151 * 1272 417	1650 4950 3000	0.0915 0.2570 0.1390	0.1390
The same of		UME-TO-CAP	ACITY RATIO:			0.81

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT 198 288 424 NORTH 392 -- 2.0 1.1 3.1 2.0 1.0 -- 384 RIGHT STREET NAME: Crow Canyon THRU 1807 ---> 4.1 (NO. OF LANES) 3.0<--- 1282 THRU RIGHT 139 -- 1.1 2.0 2.0 1.0 2.0 -- 417 LEFT SPLIT PHASE?

	STREET NA	ME: San I	Ramon Vly	SPL:	IT PHASE?	N				
	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	642 366 275	413 * 366 275	1650 3300 3000	0.2503 0.1109 0.0917	0.2503				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	198 288 424	198 288 424 486	1650 4950 3000 4950	0.1200 0.0582 0.1413 0.0982	0.1413				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	139 1807 392	139 1807 392 1946	1650 6600 3000 6600	0.0842 0.2738 0.1307 0.2948	0.2948				
WB	RIGHT (R) THRU (T) LEFT (L)	384 1282 417	151 * 1282 417	1650 4950 3000	0.0915 0.2590 0.1390	0.1390				
		UME-TO-CAPA	ACITY RATIO			0.83 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

	STREET NA	ME: Cami	no Ramon	SPL	T PHASE?	Y				
			6 PHASE SIG	NAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	57 56 114	0 * 56 114	1650 1650 3000	0.0000 0.0339 0.0380	0.0380				
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	109 117 67	0 * 117 67 117 184 184	3000 3300 3000 4650 4650 6000	0.0000 0.0355 0.0223 0.0252 0.0396 0.0307	0.0396				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	571 632 988	571 632 988 1203	1650 4950 3000 4950	0.3461 0.1277 0.3293 0.2430	0.3293				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	376 1491 360	376 1491 360 1867	1650 4950 1650 4950	0.2279 0.3012 0.2182 0.3772	0.3772				
20.00	TOTAL VOLUME-TO-CAPACITY RATIO: 0.7 INTERSECTION LEVEL OF SERVICE:									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/9/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 521 Camino Ramon and Bollinger Cyn SAN RAMON MF: PEAK HOUR: DUNT DATE/TIME: DNDITION: AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT 109 115 67 1.1 --- 376 RIGHT STREET NAME: Bollinger Cyn 665 ---> 3.1 (NO. OF LANES) 3.1<--- 1931 THRU THRU 2.0 1.0 1.0 SPLIT PHASE? 552 --- 1.1 1.0 -111 56 62 LEFT THRU RIGHT

	STREET NA	ME: Camir	no Ramon	SPLI	T PHASE?	I	
			6 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	62 56 111	0 * 56 111	1650 1650 3000	0.0000 0.0339 0.0370	0.0370	
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	109 115 67	0 * 115 67 115 182 182	3000 3300 3000 4650 4650 6000	0.0000 0.0348 0.0223 0.0247 0.0391 0.0303	0.0391	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	552 665 982	552 665 982 1217	1650 4950 3000 4950	0.3345 0.1343 0.3273 0.2459	0.3273	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	376 1931 380	376 1931 380 2307	1650 4950 1650 4950	0.2279 0.3901 0.2303 0.4661	0.4661	
222		LUME-TO-CAP	ACITY RATIO			0.87 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

521 Camino Ramon and Bollinger Cyn SAN RAMON E: PEAK HOUR: INTERSECTION 521 Camino Ramon and Bo. COUNT DATE/TIME: CONDITION : PM Year 2000 No Project FILE 29133-00

2.1 2.2 2.1 1.1 -- 118 RIGHT 115 3.1<--- 1131 THRU (NO. OF LANES) THRU 1656 ---> 3.1 SPLIT PHASE? RIGHT 183 --- 1.1

	STREET NA	ME: Cami	no Ramon	SPL	T PHASE?	Y
===			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	312 227 592	114 * 227 592	1650 1650 3000	0.0691 0.1376 0.1973	0.1973
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	908 123 578	845 * 123 578 968 701 1546	3000 3300 3000 4650 4650 6000	0.2817 0.0373 0.1927 0.2082 0.1508 0.2577	0.2817
EB	RIGHT (R) THRU (T) LEFT (L) T + R	183 1656 115	183 1656 115 1839	1650 4950 3000 4950	0.1109 0.3345 0.0383 0.3715	0.3715
WB	RIGHT (R) THRU (T) LEFT (L) T + R	118 1131 198	118 1131 198 1249	1650 4950 1650 4950	0.0715 0.2285 0.1200 0.2523	0.1200
-	TOTAL VOI	UME-TO-CAP	ACITY RATIO OF SERVICE:			0.97 E

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

521 Camino Ramon and Bollinger Cyn SAN RAMON
FEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-00 NORTH 115 -- 2.0 2.1 2.2 2.1 1.1 -- 118 RIGHT STREET NAME: Bollinger Cy THRU 1941 ---> 3.1 (NO. OF LANES) 3.1<--- 1276 THRU SPLIT PRASE?

	STREET NAME: Camino Ramon			SPLIT PHASE? Y			
			6 PHASE SIG	NAL			
main and	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	381 231 551	210 * 231 551	1650 1650 3000	0.1273 0.1400 0.1837	0.1837	
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	847 97 578	784 * 97 578 881 675 1459	3000 3300 3000 4650 4650 6000	0.2613 0.0294 0.1927 0.1895 0.1452 0.2432	0.2613	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	235 1941 115	235 1941 115 2176	1650 4950 3000 4950	0.1424 0.3921 0.0383 0.4396	0.4396	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	118 1276 171	118 1276 171 1394	1650 4950 1650 4950	0.0715 0.2578 0.1036 0.2816	0.1036	
		LUME-TO-CAP.		P		0.99 E	

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR:							MON		
							FILE 29133-00		
	^		RIGHT 235	THRU 238	LEFT 56	^			^
	i i		<	1	>				NORTH
LEFT	158	1.0	1.1	2.1	1.0	1.0	174	RIGHT	STREET NAME:
THRU	134>	2.0	(NO.	OF LA	NES)	2.0<	686	THRU	Bollinger Cyn
RIGHT	94 : v	1.0	795	2,1     501 THRU	1.1     54   RIGHT	1.0 i	115	LEFT	SPLIT PHASE? N
	THE THE	CODECT NAME: Algoric Died CDITT DUACTO N							

	SIREEI NA	WE: AICO	sca bivu.	357.	II PRASE!	14
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	54 501 795	54 501 795 555	1650 3300 3000 3300	0.0327 0.1518 0.2650 0.1682	0.2650
SB	RIGHT (R) THRU (T) LEFT (L) T + R	235 238 56	235 238 56 473	1650 3300 1650 3300	0.1424 0.0721 0.0339 0.1433	0.1433
ЕВ	RIGHT (R) THRU (T) LEFT (L)	94 134 158	0 * 134 158	1650 3300 1650	0.0000 0.0406 0.0958	0.0958
WB	RIGHT (R) THRU (T) LEFT (L)	174 686 115	118 * 686 115	1650 3300 1650	0.0715 0.2079 0.0697	0.2079
	TOTAL VOI	0.71 C				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NA	ME: Alcos	sta Blvd.	SPL	IT PHASE?	N		
			8 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	80 557 690	80 557 690 637	1650 3300 3000 3300	0.0485 0.1688 0.2300 0.1930	0.2300		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	278 225 111	278 225 111 503	1650 3300 1650 3300	0.1685 0.0682 0.0673 0.1524	0.1685		
ЕΒ	RIGHT (R) THRU (T) LEFT (L)	75 206 176	0 * 206 176	1650 3300 1650	0.0000 0.0624 0.1067	0.1067		
WB	RIGHT (R) THRU (T) LEFT (L)	424 1313 168	313 * 1313 168	1650 3300 1650	0.1897 0.3979 0.1018	0.3979		
===	TOTAL VOLUME-TO-CAPACITY RATIO: 0.90 INTERSECTION LEVEL OF SERVICE: D							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 522 COUNT DATE/TIME:	SAN RAMON						
	Year 2000 No Proj	ect PEAK HO	FILE 29133-00				
	RIGHT THRU LEFT	,	1				
^		^	NORTH				
LEFT 451 1.0	1.1 2.1 1.0	1.0 101	RIGHT STREET NAME:				
THRU 660> 2.0	(NO. OF LANES)	2.0< 334	THRU Bollinger Cyn				
RIGHT 617 1.0	2.0 2.1 1.1 <	A .	LEFT SPLIT PHASE?				
STREET NAME: Alcosta Blvd. SPLIT PHASE? N							

	STREET MANE. ATCOSTA BIVA. SFETT FRANCE. W								
			8 PHASE SIG	SNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + R	112 414 252	112 414 252 526	1650 3300 3000 3300	0.0679 0.1255 0.0840 0.1594	0.0840			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	395 737 229	395 737 229 1132	1650 3300 1650 3300	0.2394 0.2233 0.1388 0.3430	0.3430			
EB	RIGHT (R) THRU (T) LEFT (L)	617 660 451	478 * 660 451	1650 <sup>-</sup> 3300 1650	0.2897 0.2000 0.2733	0.2733			
WB	RIGHT (R) THRU (T) LEFT (L)	101 334 87	0 * 334 87	1650 3300 1650	0.0000 0.1012 0.0527	. 0.1012			
~==	TOTAL VOLUME-TO-CAPACITY RATIO: 0.80 INTERSECTION LEVEL OF SERVICE: C								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

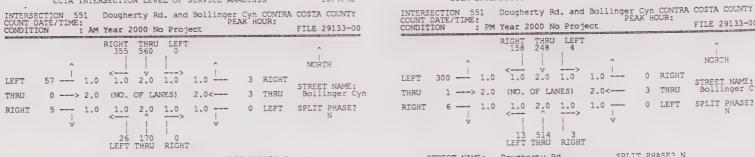
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NAME: Alcosta Blvd.			SPL	IT PHASE?	N		
			8 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	172 414 196	172 414 196 586	1650 3300 3000 3300	0.1042 0.1255 0.0653 0.1776	0.1776		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	400 725 458	400 725 458 1125	1650 3300 1650 3300	0.2424 0.2197 0.2776 0.3409	0.2776		
EB	RIGHT (R) THRU (T) LEFT (L)	536 1166 482	428 * 1166 482	1650 3300 1650	0.2594 0.3533 0.2921	0.2921		
WB	RIGHT (R) THRU (T) LEFT (L)	198 545 140	0 * 545 140	1650 3300 1650	0.0000 0.1652 0.0848	0.1652		
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.91 INTERSECTION LEVEL OF SERVICE: E							

\* ADJUSTED FOR RIGHT TURN ON RED

FILE 29133-00



	STREET NAME: Dougherty Rd.			3PL.	II PRASE:	TA .		
			8 PHASE SIG	NAL				
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	0 170 26	0 170 26	1650 3300 1650	0.0000 0.0515 0.0158	0.0158		
SB	RIGHT (R) THRU (T) LEFT (L)	355 560 0	298 * 560 0	1650 3300 1650	0.1806 0.1697 0.0000	0.1806		
EB	RIGHT (R) THRU (T) LEFT (L)	5 0 57	0 * 0 57	1650 3300 1650	0.0000 0.0000 0.0345	0.0345		
WB	RIGHT (R) THRU (T) LEFT (L)	3 3 0	3 3 0	1650 3300 1650	0.0018 0.0009 0.0000	0.0018		
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.23 INTERSECTION LEVEL OF SERVICE: A							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN  $\,$ 

551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
4E: PEAK HOUR: INTERSECTION 551 Dougherty Rd. and Bolli COUNT DATE/TIME: CONDITION : AM Year 2000 With Project RIGHT THRU LEFT 265 623 118 NORTH 44 --- 1.0 1.0 2.0 1.0 1.0 --- 357 RIGHT STREET NAME: Bollinger Cyn 91 ---> 2.0 (NO. OF LANES) 2.0<--- 566 THRU

THRU 1.0 2.0 1.0 1.0 --- 627 LEFT SPLIT PHASE? 240 336 267 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET	Dougherty		PHASE?	

	8 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	267 336 240	0 * 336 240	1650 3300 1650	0.0000 0.1018 0.1455	0.1455			
SB	RIGHT (R) THRU (T) LEFT (L)	265 623 118	221 * 623 118	1650 3300 1650	0.1339 0.1888 0.0715	0.1888			
EB	RIGHT (R) THRU (T) LEFT (L)	70 91 44	0 * 91 44	1650 3300 1650	0.0000 0.0276 0.0267	0.0276	_		
WB	RIGHT (R) THRU (T) LEFT (L)	357 566 627	239 * 566 627	1650 3300 1650	0.1448 0.1715 0.3800	0.3800	25		
744	TOTAL VOLUME-TO-CAPACITY RATIO: 0.74 INTERSECTION LEVEL OF SERVICE: C								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COLAL	JIIION			,		
		RIGHT 158	THRU LEF	г		^
	^			^		NORTH
LEF.	r 300 —	1.0 1.0	2.0 1.0	1.0	0 RIGHT	STREET NAME:
THR	J 1	> 2.0 (NO.	OF LANES)	2.0<	3 THRU	Bollinger C
RIGI	HT 6 ———————————————————————————————————	1.0 1.0 <	514 3	1.0	0 LEFT	SPLIT PHASE?
					TT PHASE? N	
	STREET NA	ME: Dough	erty Rd.		II FIRSE: N	
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	3 514 13	3 514 13	1650 3300 1650	0.0018 0.1558 0.0079	0.1558
SB	RIGHT (R) THRU (T) LEFT (L)	158 248 4	0 * 248 4	1650 3300 1650	0.0000 0.0752 0.0024	0.0024
EB	RIGHT (R) THRU (T) LEFT (L)	6 1 300	0 * 1 300	1650 3300 1650	0.0000 0.0003 0.1818	0.1818
WB	RIGHT (R) THRU (T) LEFT (L)	0 3 0	0 3 0	1650 3300 1650	0.0000 0.0009 0.0000	0.0009

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY PEAK HOUR:

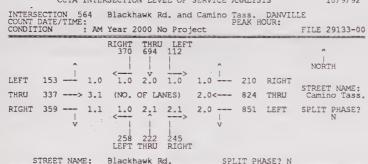
10/9/92

COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-0 RIGHT THRU LEFT 128 401 378 NORTH LEFT 263 -- 1.0 1.0 2.0 1.0 1.0 -- 192 RIGHT STREET NAME: Bollinger C THRU 432 ---> 2.0 (NO. OF LANES) 2.0<--- 218 THRU 1.0 2.0 1.0 1.0 -- 380 LEFT SPLIT PHASE?

	STREET NA	ME: Dough	nerty Rd.	erty Rd. SPLIT PHASE?			
2.00			8 PHASE SIG	NAL			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	707 588 156	327 * 588 156	1650 3300 1650	0.1982 0.1782 0.0945	0.1982	
SB	RIGHT (R) THRU (T) LEFT (L)	128 401 378	0 * 401 378	1650 3300 1650	0.0000 0.1215 0.2291	0.2291	
EB	RIGHT (R) THRU (T) LEFT (L)	158 432 263	2 * 432 263	1650 3300 1650	0.0012 0.1309 0.1594	0.1309	
WB	RIGHT (R) THRU (T) LEFT (L)	192 218 380	0 * 218 380	1650 3300 1650	0.0000 0.0661 0.2303	0.2303	
====	TOTAL LACI	IME-TO-CAD	ACITY PATTO			0.79	

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION LEVEL OF SERVICE:



				0. 2		U	
			8 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	245 222 258	0 * 222 258 222	3000 3300 1650 4650	0.0000 0.0673 0.1564 0.0477	0.1564	
SB	RIGHT (R) THRU (T) LEFT (L)	370 694 112	217 * 694 112	1650 3300 1650	0.1315 0.2103 0.0679	0.2103	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	359 337 153	359 337 153 696	1650 4950 1650 4950	0.2176 0.0681 0.0927 0.1406	0.2176	
WB	RIGHT (R) THRU (T) LEFT (L)	210 824 851	98 * 824 851	1650 3300 3000	0.0594 0.2497 0.2837	0.2837	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.87 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	DATE/TIME:	.blacknawk	Rd. and		EAK H	JUD • DVIAATT	La Ea
CONDIT		M Year 2000	With Pro	oject			FILE 29133-00
	^	RIGHT TH		^			1
	^		1	^			NORTH
LEFT	150 1	0 1.0 2.		1.0	135	RIGHT	STREET NAME:
THRU	315> 3	1 (NO. OF	LANES)	2.0<	888	THRU	Camino Tass.
RIGHT	513 — 1	1 1.0 2.1 <		2.0     v	816	LEFT	SPLIT PHASE?

	STREET NA	ME: Black	chawk Rd.	SPL.	IT PHASE?	N				
	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	314 291 568	0 * 291 568 291	3000 3300 1650 4650	0.0000 0.0882 0.3442 0.0626	0.3442				
SB	RIGHT (R) THRU (T) LEFT (L)	406 679 71	256 * 679 71	1650 3300 1650	0.1552 0.2058 0.0430	0.2058				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	513 315 150	513 315 150 828	1650 4950 1650 4950	0.3109 0.0636 0.0909 0.1673	0.3109				
WB	RIGHT (R) THRU (T) LEFT (L)	135 888 816	64 * 888 816	1650 3300 3000	0.0388 0.2691 0.2720	0.2720				
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			1.13 F				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 564 COUNT DATE/TIME:	Blackhawk Rd. and	Camino Tass. DANVIL	LE
	Year 2000 No Proj		FILE 29133-00
	RIGHT THRU LEFT 195 381 207		^
^		^	NORTH
LEFT 306 1.0	1.0 2.0 1.0	1.0 193 RIGHT	STREET NAME:
THRU 913> 3.1	(NO. OF LANES)	2.0< 378 THRU	Camino Tass.
RIGHT 267 1.1	< 1.0 2.1 2.1 ··· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·	2.0 401 LEFT	SPLIT PHASE?
	412 628 723 LEFT THRU RIGHT		
STREET NAME:	Blackhawk Rd.	SPLIT PHASE? N	

			8 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	723 628 412	502 * 628 412 1130	3000 3300 1650 4650	0.1673 0.1903 0.2497 0.2430	0.2430	
SB	RIGHT (R) THRU (T) LEFT (L)	195 381 207	0 * 381 207	1650 3300 1650	0.0000 0.1155 0.1255	0.1255	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	267 913 306	267 913 306 1180	1650 4950 1650 4950	0.1618 0.1844 0.1855 0.2384	0.2384	
WB	RIGHT (R) THRU (T) LEFT (L)	193 378 401	0 * 378 401	1650 3300 3000	0.0000 0.1145 0.1337	0.1337	
		LUME-TO-CAPA				0.74 C	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	ECTION 5		Black	nawk R	d. and		Tass. PEAK H		LE
CONDIT			Year 2	2000 W	lith Pro				FILE 29133-00
			RIGHT 192	THRU 453					^
	^		-	i	i	^			NORTH
LEFT	340	1.0	1.0	2.0	1.0	1.0	133	RIGHT	STREET NAME:
THRU	910>	3.1	(NO.	OF LA	NES)	2.0<	366	THRU	Camino Tass.
RIGHT	516	1.1	< 1.0	2,1	2.1	2.0	469	LEFT	SPLIT PHASE?
	V					V			
			608 LEFT	644 THRU	666 RIGHT				
-	mnnnm	-							

	LEFT THRU RIGHT									
	STREET NA	ME: Black	chawk Rd.	SPL	IT PHASE?	N				
			8 PHASE SIG	GNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	666 644 608	408 * 644 608 1052	3000 3300 1650 4650	0.1360 0.1952 0.3685 0.2262	0.3685				
SB	RIGHT (R) THRU (T) LEFT (L)	192 453 128	0 * 453 128	1650 3300 1650	0.0000 0.1373 0.0776	0.1373				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	516 910 340	516 910 340 1426	1650 4950 1650 4950	0.3127 0.1838 0.2061 0.2881	0.3127				
WB	RIGHT (R) THRU (T) LEFT (L)	133 366 469	5 * 366 469	1650 3300 3000	0.0030 0.1109 0.1563	0.1563				
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.97 E				

\* ADJUSTED FOR RIGHT TURN ON RED

942 I-680 NB Off and Diablo Rd. DANVILLE ME: PEAK HOUR: FILE 29133-00 : AM Year 2000 No Project RIGHT THRU LEFT 0 63 NORTH 66 - 1.0 1.1 0.0 1.1 1.1 - 73 RIGHT 164 ---> 2.0 (NO. OF LANES) 2.1<--- 861 THRU 2.1 1.1 1.1 0.0 -- 0 LEFT SPLIT PHASE?

	STREET NA	ME: I-68	NB Off	SPLI	T PHASE?	Y	==		
			5 PHASE SIG	INAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	111 60 427	111 60 427 171 487 598	1650 1650 3000 1650 3000 3000	0.0673 0.0364 0.1423 0.1036 0.1623 0.1993	0.1993			
SB	RIGHT (R) LEFT (L) T + R + L	31 63	31 63 94	1650 1650 1650	0.0188 0.0382 0.0570	0.0570			
EB	THRU (T) LEFT (L)	164 66	164 66	3300 1650	0.0497 0.0400	0.0400			
WB	RIGHT (R) THRU (T) T + R	73 861	73 861 934	1650 3300 3300	0.0442 0.2609 0.2830	0.2830			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.58 INTERSECTION LEVEL OF SERVICE: A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/9/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 942 I-680 NB Off and Diablo Rd. DANVILLE ME: PEAK HOUR: COUNT DATE/TIME: CONDITION : AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT 66 -- 1.0 <--- v. ---> 1.1 1.1 --- 71 RIGHT LEFT STREET NAME: THRU 164 ---> 2.0 (NO. OF LANES) 2.1<--- 853 THRU 0 --- 0.0 <2.1 1.1 1.1 0.0 --- 0 LEFT SPLIT PHASE? 438 61 121 LEFT THRU RIGHT

STREET NAME: I-680 NB Off SPLIT PHASE? Y

			5 PHASE SIG	GNAL		
20-70-00	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	121 61 438	121 61 438 182 499 620	1650 1650 3000 1650 3000 3000	0.0733 0.0370 0.1460 0.1103 0.1663 0.2067	0.2067
SB	RIGHT (R) LEFT (L) T + R + L	31 63	31 63 94	1650 1650 1650	0.0188 0.0382 0.0570	0.0570
ĒΒ	THRU (T) LEFT (L)	164 66	164 66	3300 1650	0.0497 0.0400	0.0400
WB	RIGHT (R) THRU (T) T + R	71 853	71 853 924	1650 3300 3300	0.0430 0.2585 0.2800	0.2800
			ACITY RATIO OF SERVICE:	**************************************		0.58 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE COUNT DATE/TIME: PEAK HOUR: FI FILE 29133-00 NORTH 1.0 1.1 0.0 1.1 1.1 - 110 RIGHT LEFT 111 --STREET NAME: Diablo Rd. 690 ---> 2.0 (NO. OF LANES) 2.1<-2.1 1.1 1.1 0.0

	STREET NA	ME: I-680	NB Off	SPL	T PHASE?	Y			
===			5 PHASE SIC	SNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	355 63 245	355 63 245 418 308 663	1650 1650 3000 1650 3000 3000	0.2152 0.0382 0.0817 0.2533 0.1027 0.2210	0.2533			
SB	RIGHT (R) LEFT (L) T + R + L	28 171	28 171 199	1650 1650 1650	0.0170 0.1036 0.1206	0.1206			
EB	THRU (T) LEFT (L)	690 111	690 111	3300 1650	0.2091 0.0673	0.0673			
WB	RIGHT (R) THRU (T) T + R	110 508	110 508 618	1650 3300 3300	0.0667 0.1539 0.1873	0.1873			
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.63 INTERSECTION LEVEL OF SERVICE: B								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/9/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE COUNT DATE/TIME: PM Year 2000 With Project PEAK HOUR: FI FILE 29133-00 THRU LEFT RIGHT NORTH 1.0 1.1 0.0 1.1 1.1 -- 111 RIGHT STREET NAME: Diablo Rd. 690 ---> 2.0 (NO. OF LANES) 2.1<--- 522 THRU 2.1 1.1 1.1 0.0 ---0.0 248 62 353 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPLI	IT PHASE?	Y	
			5 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	353 62 248	353 62 248 415 310 663	1650 1650 3000 1650 3000 3000	0.2139 0.0376 0.0827 0.2515 0.1033 0.2210	0.2515	
SB	RIGHT (R) LEFT (L) T + R + L	28 170	28 170 198	1650 1650 1650	0.0170 0.1030 0.1200	0.1200	
EB	THRU (T) LEFT (L)	690 111	690 111	3300 1650	0.2091 0.0673	0.0673	
WB	RIGHT (R) THRU (T) T + R	111 522	111 522 633	1650 3300 3300	0.0673 0.1582 0.1918	0.1918	
10 100.00	TOTAL VOI	LUME-TO-CAP	ACITY RATIO	:		0.63 B	2-62.00

\* ADJUSTED FOR RIGHT TURN ON RED

0 -- 0.0

RIGHT 361 -- 1.0

MOVEMENT

SB

RIGHT (R) THRU (T) LEFT (L) T + L

THRU 609 ---> 2.0 (NO. OF LANES)

STREET NAME: I-680 SB Off

309

294

PM Year 2000 No Project

RIGHT THRU LEFT 309 0 294

1.0 1.1 2.1

0.0 0.0 0.0

LEFT THRU RIGHT

ADJUSTED VOLUME\*

5 PHASE SIGNAL

0 \*\$ 0 \*\$ 294

FILE 29133-00

NORTH

STREET NAME: Diablo Rd.

SPLIT PHASE?

CRITICAL V/C

0.0980

0.1845

0.1855 0.47

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE COUNT DATE/TIME: PEAK HOUR: FI : AM Year 2000 No Project FTLE 29133-00 RIGHT THRU LEFT NORTH  $\frac{1}{1.0}$  0.0  $\frac{\sqrt{1.0}}{1.0}$   $\frac{\sqrt{1.0}}{2.1}$  0.0  $\frac{1}{1.0}$ LEFT 0 RIGHT STREET NAME: Diablo Rd. THRU 297 ---> 2.0 (NO. OF LANES) 2.0<--- 877 THRU RIGHT 286 -- 1.0 0.0 0.0 0.0 1.0 --- 492 LEFT SPLIT PHASE? LEFT THRU RIGHT STREET NAME: I-680 SB Off SPLIT PHASE? N

			5 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) THRU (T) LEFT (L) T + L	391 0 179	0 *\$ 0 179 179	1650 1650 3000 3000	0.0000 0.0000 0.0597 0.0597	0.0597
EB	RIGHT (R) THRU (T)	286 297	0 *\$ 297	1650 3300	0.0000	0.0900
WB	THRU (T) LEFT (L)	877 492	877 492	3300 1650	0.2658 0.2982	0.2982
		UME-TO-CAPA		0.45 A		

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

FILE 29133-00

NORTH

STREET NAME:

Diablo Rd.

SPLIT PHASE?

943 I-680 SB Off and Diablo Rd. DAN MF: PEAK HOUR: DANVILLE COUNT DATE/TIME: CONDITION : PM Year 2000 With Project THRU LEFT 0 294 RIGHT 309 - 0.0 1.0 1.1 2.1 0.0 ---LEFT 0 RIGHT THRU 609 ---> 2.0 (NO. OF LANES) 2.0<--- 558 THRU 0.0 0.0 0.0 1.0 -- 311 LEFT RIGHT 358 --- 1.0 LEFT THRU RIGHT

	STREET NAME: 1-680 SB Off			SPL	SPLIT PHASE? N		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	and the same
SB	RIGHT (R) THRU (T) LEFT (L) T + L	309 0 294	0 *\$ 0 294 294	1650 1650 3000 3000	0.0000 0.0000 0.0980 0.0980	0.0980	
EB	RIGHT (R) THRU (T)	358 609	0 *\$ 609	1650 3300	0.0000 0.1845	0.1845	
WB	THRU (T) LEFT (L)	558 311	55 <b>8</b> 311	3300 1650	0.1691 0.1885	0.1885	-
	TOTAL VOI	0.47 A					

\* ADJUSTED FOR RIGHT TURN ON RED S SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92									
INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE COUNT DATE/TIME: PEAK HOUR:									
	Year 2000 With Pr		FILE 29133-00						
	RIGHT THRU LEFT		^						
^	< V)>	^	NORTH						
LEFT 0 0.0	1.0 1.1 2.1	0.0 0 RIGHT	STREET NAME:						
THRU 297> 2.0	(NO. OF LANES)	2.0< 888 THRU	Diablo Rd.						
RIGHT 278 1.0	0.0 0.0 0.0	1.0 483 LEFT	SPLIT PHASE?						
Ÿ		v	•						
	0 0 0 LEFT THRU RIGHT								
STREET NAME: I-680 SB Off SPLIT PHASE? N									
	5 PHASE SIGNAL								

	STREET REFERENCE TO CONTRACT T			0.011 (1000, 11				
			5 PHASE SIG	GNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
SB	RIGHT (R) THRU (T) LEFT (L) T + L	391 0 179	0 *\$ 0 179 179	1650 1650 3000 3000	0.0000 0.0000 0.0597 0.0597	0.0597		
EB	RIGHT (R) THRU (T)	278 297	0 *\$ 297	1650 3300	0.0000	0.0900		
WB	THRU (T) LEFT (L)	888 483	888 483	3300 1650	0.2691 0.2927	0.2927		
20.00			ACITY RATIO:			0.44 A		

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

609 THRU (T) LEFT (L) WB TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

943 I-680 SB Off and Diablo Rd. DANVILLE

0.0

1.0 -

CAPACITY

1650 1650 3000

1650 3300

0 RIGHT

-- 306 LEFT

SPLIT PHASE? N

V/C RATIO

0.0000 0.0000 0.0980 0.0980

2.0<--- 550 THRU

INTERSECTION 945 I-680 NB On and Sycamore V11y DANVILLE
CONDITION: AM Year 2000 No Project FILE 29133-00

RIGHT THRU LEFT

172 - 2.0 0.0 0.0 0.0 1.0 - 1304 RIGHT

THRU 626 -> 2.0 (NO. OF LANES) 2.0 <- 1049 THRU Sycamore V11

RIGHT 217 - 1.0 1.1 2.1 1.0 1.0 - 96 LEFT SPLIT PHASE?

V 257 588 51

LEFT THRU RIGHT

STREET NAME: I-680 NB On SPLIT PHASE? N

	STREET WATE. I COUNTY ON										
	5 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + L	51 588 257	0 * 588 257 845	1650 3300 1650 3300	0.0000 0.1782 0:1558 0.2561	0.2561					
EB	RIGHT (R) THRU (T) LEFT (L)	217 626 172	0 * 626 172	1650 3300 3000	0.0000 0.1897 0.0573	0.0573					
WB	RIGHT (R) THRU (T) LEFT (L)	1304 1049 96	604 *\$ 1049 96	1650 3300 1650	0.3661 0.3179 0.0582	0.3661					
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.68 INTERSECTION LEVEL OF SERVICE: B										

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 945 I-680 NB On and Sycamore V11y DANVILLE
COUNT DATE/TIME: AM Year 2000 With Project PEAK HOUR: FILE 29133-00

RIGHT THRU LEFT

LEFT 186 - 2.0 < 0.0 0.0 0.0 1.0 - 1648 RIGHT

THRU 701 --> 2.0 (NO. OF LANES) 2.0<--- 1064 THRU SYCAMORE VILY

RIGHT 217 -- 1.0 < 1.1 2.1 1.0 1.0 - 107 LEFT SPLIT PHASE?

NORTH

STREET NAME:
Sycamore VILY

V

257 607 55 LEFT THRU RIGHT STREET NAME: I-680 NB On SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	5 PHASE SIGNAL										
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + L	55 607 257	0 * 607 257 864	1650 3300 1650 3300	0.0000 0.1839 0.1558 0.2618	0.2618					
EB	RIGHT (R) THRU (T) LEFT (L)	217 701 186	0 * 701 186	1650 3300 3000	0.0000 0.2124 0.0620	0.0620					
WB	RIGHT (R) THRU (T) LEFT (L)	1648 1064 107	948 *\$ 1064 107	1650 3300 1650	0.5745 0.3224 0.0648	0.5745					
-	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:										

\* ADJUSTED FOR RIGHT TURN ON RED S SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 945	I-680 NB On	and Sycam	ore Vlly DANVI PEAK HOUR:	
COUNT DATE/TIME: CONDITION : PM	Year 2000 N	lo Project	ELFECTIOON.	FILE 29133-00
	RIGHT THRU	LEFT		^
^				NORTH
LEFT 382 2.0	0.0 0.0	0.0 1.0	481 RIGHT	STREET NAME:
THRU 1914> 2.0	(NO. OF LA	NES) 2.0<-	645 THRU	Sycamore VII
RIGHT 642 1.0	1.1 2.1	1.0 1.0	81 LEFT	SPLIT PHASE?
Ÿ		1	7	
	171 305 LEFT THRU	169 RIGHT		
STREET NAME:	I-680 NB Or	1	SPLIT PHASE?	

	SIREEI NA	T-III.	110 011				_
			5 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	169 305 171	88 * 305 171 476	1650 3300 1650 3300	0.0533 0.0924 0.1036 0.1442	0.1442	
EB	RIGHT (R) THRU (T) LEFT (L)	642 1914 382	471 * 1914 382	1650 3300 3000	0.2855 0.5800 0.1273	0.5800	
WB	RIGHT (R) THRU (T) LEFT (L)	481 645 81	0 *\$ 645 81	1650 3300 1650	0.0000 0.1955 0.0491	0.0491	
===	TOTAL VOI	LUME-TO-CAP				0.77 C	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

			5 PHASE SI	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	187 306 171	90 * 306 171 477	1650 3300 1650 3300	0.0545 0.0927 0.1036 0.1445	0.1445	
EB	RIGHT (R) THRU (T) LEFT (L)	634 2207 395	463 * 2207 395	1650 3300 3000	0.2806 0.6688 0.1317	0.6688	
WB	RIGHT (R) THRU (T) LEFT (L)	608 670 97	0 *\$ 670 97	1650 3300 1650	0.0000 0.2030 0.0588	0.0588	
****	TOTAL VOI	LUME-TO-CAP	ACITY RATIO	):		0.87 D	

RIGHT (R) THRU (T)

THRU (T) LEFT (L)

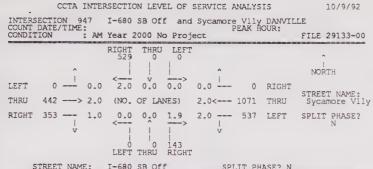
10/9/92

0.3109

0.1203

0.43

0.2985



	DITEDLI IG	тш. т оо	000 011	Still timbe, N				
			5 PHASE S	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTEI VOLUME		CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R)	143	143		1650	0.0867		
SB	RIGHT (R)	529	200	*\$	3000	0.0667	0.0667	
EB	RIGHT (R) THRU (T)	353 442	442	+\$	1650 3300	0.0000 0.1339		
WB	THRU (T) LEFT (L)	1071 537	1071 537		3300 3000	0.3245 0.1790	0.3245	
222	TOTAL VOL		0.39 A					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

NTERSECTION 947 I-680 SB Off and Sycamore V11y DANVILLE OUNT DATE/TIME: PEAK HOUR:								
	Year 2000	No Proj		EAR NO	ORI	FILE 29133-00		
	RIGHT THR	J LEFT	,			^		
•			î			NORTH		
LEFT 0 0.0	2.0 0.0	0.0	0.0	0	RIGHT	CORDER NAME .		
THRU 1026> 2.0	(NO. OF L	ANES)	2.0<	985	THRU	STREET NAME: Sycamore V11;		
RIGHT 481 1.0	0.0 0.0	1.9 > 769 RIGHT	2.0	361	LEFT	SPLIT PHASE? N		
STREET NAME:	I-680 SB O	ff	SPL	IT PHA	SE? N			
	5 PHA	SE SIGN	IAL					
MOVEMENT ORIG			CAPACITY	V/ RAT		CRITICAL V/C		
NB RIGHT (R) 7	69 7	69	1650	0.46	61			
SB RIGHT (R) 4	21	6 *\$	3000	0.00	20	0.0020		

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

1026

DATE/ TION	TIME		Year 2	2000 W	ith Pro		PEAK	HOUR:	FILE 29133-00
			RIGHT 529	THRU 0	LEFT				1
	î		<	\varphi\	>	î			NORTH
	>			0.0 OF LAN		2.0<	1001	RIGHT THRU	STREET NAME: Sycamore Vily
440	,	2.0	(140.	Or LAI	1631	2.01	TAGI	Inko	Sycamore viry

THRU RIGHT 361 --- 1.0 0.0 0.0 1.9 2.0 --- 508 LEFT SPLIT PHASE? 0 0 234 LEFT THRU RIGHT STREET NAME: I-680 SB Off SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 947 I-680 SB Off and Sycamore Vlly DANVILLE

COUNT

LEFT

	5 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R)	234	234	1650	0.1418					
SB	RIGHT (R)	529	210 *\$	3000	0.0700	0.0700				
EB	RIGHT (R) THRU (T)	361 440	0 *\$ 440	1650 3300	0.0000 0.1333					
WB	THRU (T) LEFT (L)	1081 508	1081 508	3300 3000	0.3276 0.1693	0.3276				
2000	TOTAL VOLUME-TO-CAPACITY RATIO: 0.40 INTERSECTION LEVEL OF SERVICE: A									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

## 10/9/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 947 I-680 SB Off and Sycamore Vlly DANVILLE PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-00 THRU LEFT RIGHT 421 NORTH 0.0 2.0 0.0 0.0 0.0 STREET NAME: Sycamore Vlly THRU 1048 ---> 2.0 (NO. OF LANES) 2.0<--- 993 THRU 0.0 0.0 1.9 2.0 — 350 LEFT SPLIT PHASE? 495 --- 1.0 0 0 1049 LEFT THRU RIGHT I-680 SB Off STREET NAME: SPLIT PHASE? N

			5 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R)	1049	1049	1650	0.6358		
SB	RIGHT (R)	421	14 *\$	3000	0.0047	0.0047	
EB	RIGHT (R) THRU (T)	495 1048	0 *\$ 1048	1650 3300	0.0000	0.3176	
WB	THRU (T) LEFT (L)	993 350	993 350	3300 3000	0.3009 0.1167	0.1167	
110 100 10	TOTAL VOL	UME-TO-CAPA				0.44	Carm

949 I-680 NB Off and Crow Canyon SAN RAMON PEAK HOUR: INTERSECTION 949 I-680 NB Off and Crocount DATE/TIME:
CONDITION: AM Year 2000 No Project FILE 29133-00 NORTH 0.0 0.0 0.0 0.0 1.9 -- 382 RIGHT LEFT STREET NAME: Crow Canyon THRU 1817 ---> 3.0 (NO. OF LANES) 4.0<--- 1276 THRU 2.0 0.0 2.0 0.0 --O LEFT SPLIT PHASE? RIGHT 513 --- 1.9 603 0 2058 LEFT THRU RIGHT STREET NAME: I-680 NB Off SPLIT PHASE? N

		=				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	2058 603	1775 *\$ 603	3273 3273	0.5423 0.1842	0.5423
EB	RIGHT (R) THRU (T)	513 1817	513 1817	1800 5400	0.2850 0.3365	0.3365
WB	RIGHT (R) THRU (T)	382 1276	382 1276	1800 7200	0.2122 0.1772	
	TOTAL VOI	0.88 D				

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

949 I-680 NB Off and Crow Canyon SAN RAMON ME: PEAK HOUR: INTERSECTION COUNT DATE/TIME: CONDITION: AM Year 2000 With Project FILE 29133-00

RIGHT THRU LEFT NORTH 0 -- 0.0 0.0 0.0 0.0 1.9 -- 391 RIGHT STREET NAME: Crow Canyon THRU 1827 ---> 3.0 (NO. OF LANES) 4.0<--- 1405 THRU SPLIT PHASE? 2.0 0.0 2.0 0.0 ---0 LEFT 619 0 2050 LEFT THRU RIGHT

SPLIT PHASE? N STREET NAME: I-680 NB Off

2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	2050 619	1777 *\$ 619	3273 3273	0.5429 0.1891	0.5429			
EB	RIGHT (R) THRU (T)	507 1827	507 1827	1800 · 5400	0.2817 0.3383	0.3383			
WB	RIGHT (R) THRU (T)	391 1405	391 1405	1800 7200	0.2172 0.1951				
-	TOTAL VOI	0.88 D							

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: FILL CONDITION: PM Year 2000 No Project FILL FILE 29133-00 RIGHT THRU LEFT NORTH 1.9 -- 891 RIGHT 0 -- 0.0 0.0 0.0 0.0 STREET NAME: Crow Canyon THRU 1465 --- 3.0 (NO. OF LANES) 4.0<--- 1529 THRU 2.0 0.0 2.0 0.0 --0 LEFT RIGHT 1024 --- 1.9 478 0 926 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL:	IT PHASE?	N	
			2 PHASE SIG	NAL			
	MOVEMENT	CRIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	926 478	291 *\$ 478	3273 3273	0.0889	0.1460	
EB	RIGHT (R) THRU (T)	1024 1465	1024 1465	1800 5400	0.5689 0.2713	0.2713	
WB	RIGHT (R) THRU (T)	891 1529	891 1529	1800 7200	0.4950 0.2124		
-			ACITY RATIO: OF SERVICE:			0.42 A	

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

RIGHT THRU LEFT

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON COUNT DATE/TIME: PM Year 2000 With Project FIL FILE 29133-0 NORTH STREET NAME: Crow Canyon

10/9/92

0.0 0.0 0.0 0.0 1.9 - 859 RIGHT THRU 1538 ---> 3.0 (NO. OF LANES) 4.0<--- 1515 THRU SPLIT PHASE? 490 0 927 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL	IT PHASE?	N	
3			2 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	927 490	365 *\$ 490	3273 3273	0.1115 0.1497	0.1497	
EB	RIGHT (R) THRU (T)	980 1538	980 1538	1800 5400	0.5444 0.2848	0.2848	
WB	RIGHT (R) THRU (T)	859 1515	859 1515	1800 7200	0.4772 0.2104		
1100		LUME-TO-CAP				0.43 A	

INTERSECTION 951 I-680 SB Off and Cro COUNT DATE/TIME: CONDITION : AM Year 2000 No Project 951 I-680 SB Off and Crow Canyon SAN RAMON PEAK HOUR: FILE 29133-00 - 0.0 <del>2.0</del> <del>9 2.0</del> 1.9 - 636 RIGHT STREET NAME: Crow Canyon THRU 1202 ---> 3.0 (NO. OF LANES) 3.0<--- 1299 THRU 0.0 0.0 0.0 0.0 ---0 LEFT SPLIT PHASE? LEFT THRU RIGHT

10/9/92

	STREET NA	ME: 1-68	SB Off	SPL.	IT PHASE?	N	
			2 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	806 1619	106 *\$ 1619	3273 3273	0.0324 0.4947	0.4947	
EB.	RIGHT (R) THRU (T)	505 1202	505 1202	1800 5400	0.2806 0.2226		
WB	RIGHT (R) THRU (T)	636 1299	636 1299	1800 5400	0.3533 0.2406	0.2406	
	TOTAL VOI	0.74 C					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 951 I-680 SB Off and Crow COUNT DATE/TIME: CONDITION: AM Year 2000 With Project 951 I-680 SB Off and Crow Canyon SAN RAMON
PEAK HOUR: FILE 29133-00

RIGHT THRU LEFT 691 0 1623 0 --- 0.0 2.0 0.0 2.0 1.9 --- 745 RIGHT STREET NAME: Crow Canyon THRU 1202 ---> 3.0 (NO. OF LANES) 3.0<--- 1335 THRU <----SPLIT PHASE? RIGHT 506 --- 1.9 0 LEFT

0 0 0 LEFT THRU RIGHT STREET NAME: I-680 SB Off

SPLIT PHASE? N

	Z PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	691 1623	0 *\$ 1623	3273 3273	0.0000 0.4959	0.4959			
EB	RIGHT (R) THRU (T)	506 1202	506 1202	1800 - 5400	0.2811 0.2226				
WB	RIGHT (R) THRU (T)	745 1335	745 1335	1800 5400	0.4139 0.2472	0.2472			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.74 INTERSECTION LEVEL OF SERVICE: C								

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: FIL CONDITION : PM Year 2000 No Project FIL FILE 29133-00 RIGHT THRU LEFT NORTH 0.0 2.0 0.0 2.0 1.9 --- 742 RIGHT STREET NAME: Crow Canyon THRU 2251 ---> 3.0 (NO. OF LANES) 3.0<--- 1182 THRU SPLIT PHASE? RIGHT 863 --- 1.9 0.0 0.0 0.0 ---0 LEFT LEFT THRU RIGHT

	STREET NAME: I-680 SB Off				IT PHASE?	N	
			2 PHASE \$10	NAL			-
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	643 630	0 *\$ 630	3273 3273	0.0000 0.1925	0.1925	
EΒ	RIGHT (R) THRU (T)	863 2251	863 2251	1800 5400	0.4794 0.4169	0.4169	
WB	RIGHT (R) THRU (T)	742 1182	742 1182	1800 5400	0.4122 0.2189		-
		UME-TO-CAP		0.61 B			

\* ADJUSTED FOR RIGHT TURN ON RED S SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 951 I-680 SB Off and Crow COUNT DATE/TIME: CONDITION : PM Year 2000 With Project 951 I-680 SB Off and Crow Canyon SAN RAMON PEAK HOUR: FILE 29133-00 RIGHT THRU LEFT 0 --- 0.0 2.0 0.0 2.0 1.9 --- 716 RIGHT STREET NAME: Crow Canyon THRU 2276 ---> 3.0 (NO. OF LANES) 3.0<--- 1204 THRU RIGHT 885 --- 1.9 <u>0.0 0.0 0.0 0.0 ---</u> SPLIT PHASE? 0 LEFT 0 0 0 LEFT THRU RIGHT I-680 SB Off STREET NAME: SPLIT PHASE? N

			2 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	643 637	0 *\$ 637	3273 3273	0.0000 0.1946	0.1946	
EB	RIGHT (R) THRU (T)	895 2276	885 2276	1800 5400	0.4917 0.4215	0.4215	

RIGHT (R) THRU (T)

INTERSECTION 95 953 I-680 NB Off and Bollinger Cyn SAN RAMON E: PEAK HOUR: AM Year 2000 No Project RIGHT THRU LEFT NORTH 2.9 --- 454 RIGHT 0.0 0.0 0.0 0.0 LEFT STREET NAME: Bollinger Cyn THRU 1945 ---> 3.0 (NO. OF LANES) 3.0<--- 933 THRU SPLIT PHASE? 1.0 0.0 2.0 0.0 0 LEFT LEFT THRU RIGHT SPLIT PHASE? N STREET NAME: I-680 NB Off

	STREET IV	E.H., 1 00	0 110 022			
-			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	1832 272	1677 *\$ 272	3273 1800	0.5124 0.1511	0.5124
EB	RIGHT (R) THRU (T)	563 1945	563 1945	1800 5400	0.3128 0.3602	0.3602
WB	RIGHT (R) THRU (T)	454 933	454 933	3273 5400	0.1387 0.1728	
	TOTAL VOI	0.87 D				

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 953 I-680 NB Off and Boll COUNT DATE/TIME: CONDITION : AM Year 2000 With Project 953 I-680 NB Off and Bollinger Cyn SAN RAMON PEAK HOUR: FILE 29133-00

RIGHT THRU LEFT NORTH 0.0 0.0 0.0 2.9 --- 538 RIGHT 0.0 LEFT STREET NAME: Bollinger Cyn THRU 1987 ---> 3.0 (NO. OF LANES) 3.0<--- 1129 THRU 0.0 ---SPLIT PHASE? 1.0 0.0 2.0 234 0 1782 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL:	T PHASE?	N			
-	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	1782 234	1669 *\$ 234	3273 1800	0.5099 0.1300	0.5099			
EB	RIGHT (R) THRU (T)	559 1987	559 1987	1800 · 5400	0.3106 0.3680	0.3680			
WB	RIGHT (R) THRU (T)	538 1129	538 1129	3273 5400	0.1644				
EXCHES!	TOTAL VOI	0.88 D							

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

953 I-680 NB Off and Bollinger Cyn SAN RAMON PEAK HOUR: INTERSECTION 953 I-680 NB Off and Bo COUNT DATE/TIME: CONDITION : PM Year 2000 No Project FILE 29133-00 THRU LEFT NORTH 2.9 -- 1254 RIGHT 0.0 0.0 0.0 0.0 STREET NAME: Bollinger Cyr 3.0<--- 3100 THRU (NO. OF LANES) THRU 917 ---> 3.0 SPLIT PHASE? RIGHT 187 --- 1.9 437 0 1030 LEFT THRU RIG

	STREET NA	ME: I-680	NB Off	SPL	IT PHASE?	N	
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	1030 437	330 *\$ 437	3273 1800	0.1008	0.2428	
EB	RIGHT (R) THRU (T)	187 917	187 917	1800 5400	0.1039 0.1698		
WB	RIGHT (R) THRU (T)	1254 3100	1254 3100	3273 5400	0.3831 0.5741	0.5741	
-		LUME-TO-CAP	ACITY RATIO: OF SERVICE:	,		0.82 D	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

953 I-680 NB Off and Bollinger Cyn SAN RAMON Æ: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-00

NORTH 0.0 0.0 0.0 0.0 2.9 - 1258 RIGHT STREET NAME: Bollinger Cy (NO. OF LANES) 3.0<--- 3073 THRU 1.0 0.0 2.0 0.0 ---0 LEFT SPLIT PHASE? 188 --- 1.9 1 433 0 1098 LEFT THRU RIGHT SPLIT PHASE? N

STREET NAME: I-680 NB Off 2 PHASE SIGNAL V/C RATIO CRITICAL V/C CAPACITY MOVEMENT 398 433 1098 RIGHT (R) 0.1216 0.2406 0.1044 188 1121 188 1121 1800 5400 1258 3073 1258 3273 5400 0.3844 0.5691 TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

FILE 29133-00

NORTH

CRITICAL V/C

0.1114

0.33

THRU

377 --

MOVEMENT

RIGHT (R) LEFT (L) T + R + L

RIGHT (R) THRU (T)

RIGHT (R) THRU (T)

RIGHT (R) THRU (T)

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

2123 1192

TOTAL VOLUME-TO-CAPACITY RATIO:

STREET NAME:

(NO. OF LANES)

LEFT THRU RIGHT

2 PHASE SIGNAL ADJUSTED VOLUME\*

377 560

2123 1192

I-680 SB Off

RIGHT 261

THRU LEFT 0 523

2.1 0.0 3.1 1.9 -- 2123 RIGHT

3.0<-

0.0 ~

CAPACITY

3273 4695 6168

SPLIT PHASE? N

V/C RATIO

0.0000 0.1114 0.0848

0.2094

1.1794

\*\* APPROACHING OR EXCEEDING CAPACITY

INTERSECTION 955 I-680 SB Off and Bo COUNT DATE/TIME: CONDITION : AM Year 2000 No Project 955 I-680 SB Off and Bollinger Cyn SAN RAMON PEAK HOUR: FILE 29133-00 RIGHT 102 THRU LEFT 0 1352 NORTH  $\frac{1}{2.1}$  0.0  $\frac{1}{3.1}$ 1.9 --- 762 RIGHT LEFT 0.0 (NO. OF LANES) 3.0<-302 THRU 0.0 0.0 0.0 0.0 -0 LEFT SPLIT PHASE? LEFT THRU RIGHT STREET NAME: I-680 SB Off SPLIT PHASE? N

	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L) T + R + L	102 1352	0 *\$ 1352 1352	3273 4695 6168	0.0000 0.2880 0.2192	0.2880				
EB	RIGHT (R) THRU (T)	405 1134	405 1134	1800 5400	0.2250 0.2100	0.2250				
WB	RIGHT (R) THRU (T)	762 302	762 302	1800 5400	0.4233 0.0559					
		TIME -TYO - CAD	ACTEV DATEO			0 51				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION LEVEL OF SERVICE:

,		•

10/9/92

-	CCIA INTERDECTION DEVELOT OF SERVICE REALISTS									
INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON COUNT DATE/TIME:										
CONDITION	FILE 29133-00									
		RIGHT 102	THRU LEFT 0 1349				^			
	^			^			NORTH			
LEFT 0 -	0.0	2.1	0.0 3.1	1.9	874	RIGHT	STREET NAME:			
THRU 1166 -	> 3.0	(NO.	OF LANES)	3.0<	302	THRU	Bollinger Cyn			
RIGHT 412	1.0 v	0.0 <	0.0 0.0 > THRU RIGHT	0.0	0	LEFT	SPLIT PHASE?			

SPLIT PHASE? N

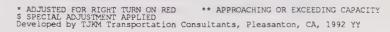
A INTERSECTION LEVEL OF SERVICE ANALYSIS

	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L) T + R + L	102 1349	0 *\$ 1349 1349	3273 4695 6168	0.0000 0.2873 0.2187	0.2873				
EB	RIGHT (R) THRU (T)	412 1166	412 1166	1800 5400	0.2289 0.2159	0.2289				
WB	RIGHT (R) THRU (T)	874 302	874 302	1800 5400	0.4856 0.0559					
-		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.52 A				

I-680 SB Off

STREET NAME:

CCTA	INTERSECTIO	ON LEVEL OF	SERVICE AN	ALYSIS	10/9/92
INTERSECTION 9	55 I-680	SB Off and	d Bollinger	Cyn SAN RA	MON
CONDITION	: PM Year 2	2000 With Pr	roject	zat noon:	FILE 29133-00
	RIGHT 261	THRU LEFT	r		^
^	<	V>	^		NORTH
LEFT 0	0.0 2.1	0.0 3.1 OF LANES)	1.9 2 3.0< 1		STREET NAME: Bollinger Cyn
RIGHT 384	1.0 0.0	0.0 0.0	0.0	0 LEFT	SPLIT PHASE?
V	<	THRU RIGHT	v	O LEFT	N N
STREET NAM	E: I-680	SB Off	SPLI	T PHASE? N	
		PHASE SIGN	VAL	graphings/de a As box 6 As	
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R) LEFT (L) T + R + L	261 623	0 *\$ 623 623	3273 4695 6168	0.0000 0.1327 0.1010	0.1327
EB RIGHT (R) THRU (T)	384 662	384 662	1800 5400	0.2133 0.1226	0.2133



1.1833 \*\*

0.35

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

957 I-680 NB Off and Alcosta Blvd. SAN RAMON ME: PEAK HOUR: FILE 29133-00 : AM Year 2000 No Project THRU LEFT RIGHT NORTH 2.0 0.0 0.0 0.0 1.0 - 690 RIGHT STREET NAME: Alcosta Blvd. 396 ---> 2.0 (NO. OF LANES) 2.0<--- 1015 THRU 2.0 0.0 1.0 0.0 --- 0 LEFT SPLIT PHASE? 368 0 118 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL	IT PHASE!	N				
	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	118 368	0 * 368	\$ 1720 3127	0.0000 0.1177	0.1177				
EB	THRU (T) LEFT (L)	396 437	396 437	3440 3127	0.1151 0.1398	0.1398				
WB	RIGHT (R) THRU (T)	690 1015	0 * 1015	\$ 1720 3440	0.0000 0.2951	0.2951				
	TOTAL VOI	0.55 A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

957 I-680 NB Off and Alcosta Blvd. SAN RAMON
ME: PEAK HOUR: INTERSECTION 957 I-680 NB Off and Alco:
COUNT DATE/TIME:
CONDITION : AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT

NORTH 415 - 2.0 0.0 0.0 0.0 1.0 - 692 RIGHT STREET NAME: Alcosta Blvd. 428 ---> 2.0 (NO. OF LANES) 2.0<--- 1007 THRU SPLIT PHASE? 2.0 0.0 1.0 0.0 -- 0 LEFT 134 0 120 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: I-680	NB Off	SPI	IT PHASE?	N	LEZZ			
3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	120 334	334	1720 3127	0.0000 0.1068	0.1068				
EB	THRU (T) LEFT (L)	428 415	428 415	3440 3127	0.1244 0.1327	0.1327				
WB	RIGHT (R) THRU (T)	692 1007	1007	\$ 1720 3440	0.0000	0.2927				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.53 INTERSECTION LEVEL OF SERVICE: A									

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: PEAK HOUR: FIL FILE 29133-00 NORTH > 1.0 --- 388 RIGHT 0.0 0.0 0.0 STREET NAME: Alcosta Blvd 932 ---> 2.0 (NO. OF LANES) 2.0<-THRU 2.0 0.0 1.0 0.0 ---0.0 573 0 844 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off		SPL.	IT PRASE:	N	
			3 PHASE	SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTE: VOLUME		CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	844 573	376 573	*\$	1720 3127	0.2186 0.1832	0.2186	
EB	THRU (T) LEFT (L)	932 476	932 476		3440 3127	0.2709 0.1522	0.1522	
WB	RIGHT (R) THRU (T)	388 710	710	*\$	1720 3440	0.0000 0.2064	0.2064	
-	TOTAL VOI	UME-TO-CAPA	ACITY RAT	IO:			0.58 A	

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TURM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92 INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: PEAK HOUR: FIL

RIGHT THRU LEFT NORTH 2.0 0.0 0.0 0.0 1.0 -- 416 RIGHT STREET NAME: Alcosta Bly 969 ---> 2.0 (NO. OF LANES) 2.0<--- 716 THRU 0.0 ---SPLIT PHASE 2.0 0.0 1.0 573 0 934 LEFT THRU RIGHT

	STREET NA	ME: 1-680	NB OLL	SPL.	IT PHASE?	N					
	3 PHASE SIGNAL										
223	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	934 573	503 *\$ 573	1720 3127	0.2924 0.1832	0.2924					
EB	THRU (T) LEFT (L)	969 469	969 469	3440 3127	0.2817 0.1500	0.1500					
WB	RIGHT (R)	416 716	. 0 *\$ 716	1720 3440	0.0000	0.2081					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0.0

THRU 1003 ---> 2.0

STREET NAME:

ORIGINAL VOLUME

509 486

401 1003

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

RIGHT 401 -

MOVEMENT

RIGHT (R) THRU (T)

THRU (T) LEFT (L)

SB

10/9/92

10/9/92

FILE 29133-00

STREET NAME: Alcosta Blvd.

SPLIT PHASE?

CRITICAL V/C

0.1554

0.2916

0.2709 0.72

10/9/92

0.2680

NORTH

0 RIGHT

466 LEFT

SPLIT PHASE? N

0.0000

0.0000

0.2125

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2000 No Project FII FILE 29133-00 THRU LEFT NORTH 0.0 1.0 0.0 2.0 0.0 ---0 RIGHT STREET NAME: Alcosta Blvd. (NO. OF LANES) 2.0<--- 582 THRU 0.0 0.0 0.0 1,0 --- 641 LEFT SPLIT PHASE? LEFT THRU RIGHT

_	SIREEI NA	T.IT. 1 T-00/	o o on	SEL	N				
	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	476 249	0 *\$ 249	1720 3127	0.0000 0.0796	0.0796			
EB	RIGHT (R) THRU (T)	503 552	0 *\$ 552	1720 3440	0.0000 0.1605	0.1605			
WB	THRU (T) LEFT (L)	582 641	582 641	3440 1720	0.1692 0.3727	0.3727			
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.61 B			

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : PM Year 2000 No Project FII

1.0 0.0 2.0 0.0

0.0 0.0 0.0 1.0 -

3 PHASE SIGNAL

0 \*\$ 486

1003

(NO. OF LANES) 2.0<--- 731 THRU

CAPACITY

1720 3127

1720 3440

RIGHT THRU LEFT

LEFT THRU RIGHT I-680 SB On

INTERSECTION 958 I-680 SB On and Alcor COUNT DATE/TIME: CONDITION: AM Year 2000 With Project I-680 SB On and Alcosta Blvd. SAN RAMON PEAK HOUR: FILE 29133-00 RIGHT THRU LEFT NORTH 0.0 1.0 0.0 2.0 0.0 ---LEFT 0 RIGHT STREET NAME: 551 ---> 2.0 (NO. OF LANES) 2.0<--- 547 THRU THRU Alcosta Blvd. 0.0 0.0 0.0 1.0 --- 636 LEFT SPLIT PHASE? RIGHT 506 --- 1.0

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

		LEFT	THRU	RIGHT		
	NAME:				 PHASE?	
				E SIGNAL		

			3 1:000 010				-			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	477 258	0 *\$ 258	1720 3127	0.0000 0.0825	0.0825				
EB	RIGHT (R) THRU (T)	50 <b>6</b> 551	0 *\$ 551	1720 3440	0.0000 0.1602	0.1602				
WB	THRU (T) LEFT (L)	547 636	547 636	3440 1720	0.1590 0.3698	0.3698				
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.61 INTERSECTION LEVEL OF SERVICE: B									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	CCIA INTERSECTION LEVEL OF SERVICE ANALISTS									_
	INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: PEAK HOUR:									
CONDIT		PM	Year 2	000 W	ith P	roject			FILE 29133-0	00
			RIGHT 509	THRU	LEF	r			^	
	^					^			NORTH	
LEFT	0	. 0.0	1.0		2.0	0.0	0	RIGHT		
THRU	995	-				2.0<	Ť	THRU	STREET NAME Alcosta Bl	
RIGHT	338	1.0	<	0.0	0.0	1.0	461	LEFT	SPLIT PHASE	?
	٧		LEFT	THRU	0 RIGH	r				
	TREET NA	ME:	I-680	SB On		SPL	IT PH	ASE? N		
				PHAS	E SIG	VAL				-
MOV	EMENT	ORIGI		ADJUS VOLU		CAPACITY		//C TIO	CRITICAL V/C	
SB RI	GHT (R) FT (L)	50 48		48	0 *\$	1720 3127	0.0	000	0.1554	
	GHT (R)	33 99		99	0 *\$	1720 3440		000	0.2892	

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

THRU (T) LEFT (L)

INTERS	ECTIO	N 136	51	Crow C	yn. Pl	. and	Crow Car	yon EAK H	SAN RAN	ON
COUNT CONDIT		TIME	AM	Year 2	000 No	Proje		LIAN II		FILE 29133-00
				RIGHT 113	THRU 24	LEFT 62				^
		^		i		1	^			NORTH
LEFT	565	1	2.0	1.0	1.0	1.0	1.1	179	RIGHT	STREET NAME:
THRU	2621	>	4.0	(NO.	OF LAN	TES)	4.1<	1474	THRU	Crow Canyon
RIGHT	693	1	1.0	140	33	47	1.0	72	LEFT	SPLIT PHASE?
				LEFT	THRU	RIGHT				

TOPET NAME: Crow Cup D1 SDLTT PHASE? N

	STREET NA	TWE: CLOM	Cyn. PI.	JEL.	LI FILMUL:				
			6 PHASE SIG	SNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + R	47 33 140	47 33 140 80	1650 1650 3000 1650	0.0285 0.0200 0.0467 0.0485	0.0485			
SB	RIGHT (R) THRU (T) LEFT (L)	113 24 62	0 * 24 62	1650 1650 1650	0.0000 0.0145 0.0376	0.0376			
EB	RIGHT (R) THRU (T) LEFT (L)	693 2621 565	616 * 2621 565	1650 6600 3000	0.3733 0.3971 0.1883	0.3971			
WB	RIGHT (R) THRU (T) LEFT (L) T + R	179 1474 72	179 1474 72 1653	1650 6600 1650 6600	0.1085 0.2233 0.0436 0.2505	0.0436			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.53 INTERSECTION LEVEL OF SERVICE: A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

STREET NAME: Crow Cyn. Pl. SPLIT PHASE? N

-			6 PHASE SIG	SNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + R	46 34 140	46 34 140 80	1650 1650 3000 1650	0.0279 0.0206 0.0467 0.0485	0.0485			
SB	RIGHT (R) THRU (T) LEFT (L)	120 27 64	0 * 27 64	1650 1650 1650	0.0000 0.0164 0.0388	0.0388			
EB	RIGHT (R) THRU (T) LEFT (L)	686 2622 573	609 * 2622 573	1650 6600 3000	0.3691 0.3973 0.1910	0.1910			
WB	RIGHT (R) THRU (T) LEFT (L) T + R	203 1606 82	203 1606 82 1809	1650 . 6600 1650 6600	0.1230 0.2433 0.0497 0.2741	0.2741			
20.000	TOTAL VOLUME-TO-CAPACITY RATIO: 0.55 INTERSECTION LEVEL OF SERVICE: A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NA	ME: Crow	Cyn. Pl.	SPL	IT PHASE:	(A	
		7	6 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	185 61 537	185 61 537 246	1650 1650 3000 1650	0.1121 0.0370 0.1790 0.1491	0.1790	
SB	RIGHT (R) THRU (T) LEFT (L)	410 38 63	274 * 38 63	1650 1650 1650	0.1661 0.0230 0.0382	0.1661	
EB	RIGHT (R) THRU (T) LEFT (L)	538 1385 248	243 * 1385 248	1650 6600 3000	0.1473 0.2098 0.0827	0.0827	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	174 1505 70	174 1505 70 1679	1650 6600 1650 6600	0.1055 0.2280 0.0424 0.2544	. 0.2544	
===	TOTAL VOI		ACITY RATIO OF SERVICE:	•		0.68 B	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

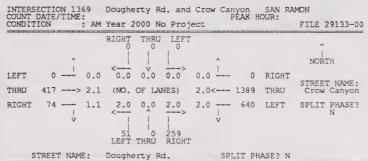
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	STREET NA	ME: Crow	Cyn. Pl.	SPLI	T PHASE?	N				
===			6 PHASE SIG	NAL						
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	197 58 537	197 58 537 255	1650 1650 3000 1650	0.1194 0.0352 0.1790 0.1545	0.1790				
SB	RIGHT (R) THRU (T) LEFT (L)	400 42 66	268 * - 42 - 66	1650 1650 1650	0.1624 0.0255 0.0400	0.1624				
EB	RIGHT (R) THRU (T) LEFT (L)	565 1440 240	270 * 1440 240	1650 6600 3000	0.1636 0.2182 0.0800	0.0800				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	177 1483 77	177 1483 77 1660	1650 6600 1650 6600	0.1073 0.2247 0.0467 0.2515	0.2515				
221	TOTAL VOLUME-TO-CAPACITY RATIO: 0.67 INTERSECTION LEVEL OF SERVICE: B									

\* ADJUSTED FOR RIGHT TURN ON RED



******	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	259 51	0 * 51	3127 3127	0.0000 0.0163	0.0163					
EB	RIGHT (R) THRU (T) T + R	74 417	74 417 491	1720 3440 3440	0.0430 0.1212 0.1427						
WB	THRU (T) LEFT (L)	1389 640	1389 640	3440 3127	0.4038 0.2047	0.4038					
	TOTAL VOL	0.42 A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N				
	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	713 165	316 * 165	3127 3127	0.1011 0.0528	0.1011				
EB	RIGHT (R) THRU (T) T + R	98 406	98 406 504	1720 3440 3440	0.0570 0.1180 0.1465					
WB	THRU (T) LEFT (L)	1413 722	1413 722	3440 3127	0.4108 0.2309	0.4108				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.51 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1369 COUNT DATE/TIME:	Dougherty Rd. and	Crow Canyon SAN PEAK HOUR:	RAMON
	Year 2000 No Proje		FILE 29133-00
LEFT 0 - 0.0 THRU 1331> 2.1	RIGHT THRU LEFT 0 0 0 0	0.0 - 0 RIG	STREET NAME:
RIGHT 77 — 1.1		2.0 — 361 LEF	T SPLIT PHASE?

	OTICELL IN	am. Dougi	icicy iu.	0. 1.			-
			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	615 76	416 * 76	3127 3127	0.1330 0.0243	0.1330	
EB	RIGHT (R) THRU (T) T + R	77 1331	77 1331 1408	1720 3440 3440	0.0448 0.3869 0.4093	0.4093	
WB	THRU (T) LEFT (L)	660 361	660 361	3440 3127	0.1919 0.1154	0.1154	
		UME-TO-CAPA				0.66 B	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1369 | Dougherty Rd. and Crow Canyon SAN RAMON PEAK HOUR: FILE 29133-00 |

RIGHT THRU LEFT | NORTH |

LEFT 0 --- 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

THRU 1291 ---> 2.1 (NO. OF LANES) | 2.0 | 7.4 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

LEFT | V | V | V | V | V | V | V |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 2.0 | 0.0 | 2.0 | 2.0 | 7.74 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 172 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 173 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 174 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIGHT 175 --- 1.1 | 7.0 | 7.0 | 7.0 |

RIG

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

107 0 799 LEFT THRU RIGHT

	STREET NA	ME: Dough	nerty Rd.	SPL:	IT PHASE?	N
			3 PHASE SIC	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	799 107	373 * 107	3127 3127	0.1193 0.0342	0.1193
EB	RIGHT (R) THRU (T) T + R	172 1291	172 1291 1463	1720 3440 3440	0.1000 0.3753 0.4253	0.4253
WB	THRU (T) LEFT (L)	652 774	652 774	3440 3127	0.1895 0.2475	0.2475
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.79 C

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR: FIL CONDITION : AM Year 2000 No Project FIL · FILE 29133-00

RIGHT THRU LEFT NORTH LEFT 1721 - 2.0 2.0 1.1 1.1 1.0 - 31 RIGHT STREET NAME: Bollinger Cyn THRU 2509 ---> 3.0 (NO. OF LANES) 4.0<--- 1378 THRU RIGHT 976 -- 1.0 <2.1 1.1 1.0 1.0 -- 163 LEFT SPLIT PHASE? 33 14 17 LEFT THRU RIGHT

	STREET NA	ME: Sunse	et Dr.	SPL	IT PHASE?	Y	
			6 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	17 14 33	0 * 14 33 47	1650 1650 3000 3000	0.0000 0.0085 0.0110 0.0157	0.0157	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	58 18 21	0 * 18 21 39	3000 1650 1650 1650	0.0000 0.0109 0.0127 0.0236	0.0236	
EB	RIGHT (R) THRU (T) LEFT (L)	976 2509 1721	958 * 2509 1721	1650 4950 3000	0.5806 0.5069 0.5737	0.5737	
WB	RIGHT (R) THRU (T) LEFT (L)	31 1378 163	10 * 1378 163	1650 6600 1650	0.0061 0.2088 0.0988	0.2088	-
	TOTAL VOI		ACITY RATIO			0.82 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NB

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 1385 Sunset Dr. and Bollinger Cvn SAN RAMON

10/9/92

COUNT DATE/TIME:	541150		DEAG	( HOUR:	
	AM Year	2000 With 1		· nook.	FILE 29133-00
^	RIGHT 51		T		NORTH
LEFT 1721 2 THRU 2506> 3		1.1 1.1	1.0 5	78 THRU	STREET NAME: Bollinger Cyn
RIGHT 976 1	.0 2.1 <	14 17	V	26 LEFT	SPLIT PHASE?

	STREET NA	ME: Sunse	et Dr.	SPL.	II PHASE!	I	
			6 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	17 14 33	0 * 14 33 47	1650 1650 3000 3000	0.0000 0.0085 0.0110 0.0157	0.0157	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	51 17 20	0 * 17 20 37	3000 1650 1650 1650	0.0000 0.0103 0.0121 0.0224	0.0224	
EB	RIGHT (R) THRU (T) LEFT (L)	976 2506 1721	958 * 2506 1721	1650 4950 3000	0.5806 0.5063 0.5737	0.5737	
WB	RIGHT (R) THRU (T) LEFT (L)	51 1678 226	31 * 1678 226	1650 6600 1650	0.0188 0.2542 0.1370	0.2542	
~==	TOTAL VOI	UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.87 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTER	DATE	TIME	:	Sunset Year 2				inge	r Cyn	SAN RA	MON FILE 29133-0
CONDI	ITOM	9	. Fri	RIGHT 1251	THRU 5	LEFT 23					^
		^		}		1		^			NORTH
LEFT	306		2.0	2.0	1.1	1.1	1.0	1	66	RIGHT	STREET NAME:
THRU	1566	>	3.0	(NO.	OF LA	NES)	4.0<	·	2961	THRU	Bollinger C
RIGHT	45		1.0	<2.1	1,1	1.0	1.0		33	LEFT	SPLIT PHASE?
				615 LEFT	9 THRU	149 RIGHT					
										ACES V	

	STREET NA	ME: Sunse	et Dr.	SPL.	II EUWOE:	1
-			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	149 9 615	116 * 9 615 624	1650 1650 3000 3000	0.0703 0.0055 0.2050 0.2080	0.2080
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1251 5 23	1083 * 5 23 28	3000 1650 1650 1650	0.3610 0.0030 0.0139 0.0170	0.3610
EB	RIGHT (R) THRU (T) LEFT (L)	45 1566 306	0 * 1566 306	1650 4950 3000	0.0000 0.3164 0.1020	0.1020
WB	RIGHT (R) THRU (T) LEFT (L)	66 2961 33	43 * 2961 33	1650 6600 1650	0.0261 0.4486 0.0200	. 0.4486
-		LUME-TO-CAP	ACITY RATIO: OF SERVICE:			1.12 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-0 RIGHT THRU LEFT NORTH

310 -- 2.0 2.0 1.1 1.1 1.0 -- 74 RIGHT STREET NAME: Bollinger C THRU 1850 ---> 3.0 (NO. OF LANES) 4.0<--- 2952 THRU 2.1 1.1 1.0 1.0 --- 33 LEFT RIGHT 45 --- 1.0 SPLIT PHASE?

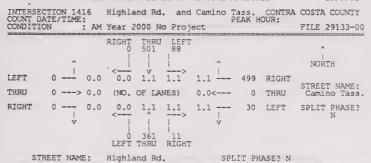
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

Sunset Dr. SPLIT PHASE? Y STREET NAME: 6 PHASE SIGNAL

615 8 149 LEFT THRU RIGHT

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	149 8 615	116 * 8 615 623	1650 1650 3000 3000	0.0703 0.0048 0.2050 0.2077	0.2077
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1273 5 31	1103 * . 5 . 31 . 36	3000 1650 1650 1650	0.3677 0.0030 0.0188 0.0218	0.3677
EB	RIGHT (R) THRU (T) LEFT (L)	45 1850 310	1850 310	1650 4950 3000	0.0000 0.3737 0.1033	0.1033
WB	RIGHT (R) THRU (T) LEFT (L)	74 2952 33	43 * 2952 33	1650 6600 1650	0.0261 0.4473 0.0200	0.4473

\* ADJUSTED FOR RIGHT TURN ON RED



			2 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) T + R	11 361	11 361 372	1800 1800 1800	0.0061 0.2006 0.2067		
SB	THRU (T) LEFT (L) T + L	501 88	501 88 589	1800 1800 1800	0.2783 0.0489 0.3272	0.3272	
WB	RIGHT (R) LEFT (L) T + R + L	499 30	499 30 529	1800 1800 1800	0.2772 0.0167 0.2939	0.2939	
	TOTAL VOL		0.62 B				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: AM Year 2000 With Project FILE 29133-00 FILE 29133-00 RIGHT THRU LEFT 0 521 92 0.0 0.0 1.1 1.1 1.1 --- 484 RIGHT STREET NAME: 0 THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0.0 1.1 1.1 29 LEFT SPLIT PHASE? - 0.0

0 379 11 LEFT THRU RIGHT Highland Rd. SPLIT PHASE? N STREET NAME:

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

			2 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) T + R	379 379	11 379 390	1800 1800 1800	0.0061 0.2106 0.2167		
SB	THRU (T) LEFT (L) T + L	521 92	521 92 613	1800 1800 1800	0.2894 0.0511 0.3406	0.3406	
WB	RIGHT (R) LEFT (L) T + R + L	484 29	484 29 513	1800 1800 1800	0.2689 0.0161 0.2850	0.2850	
Indian		UME-TO-CAPA				0.63 B	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

LEFT

THRU

RIGHT

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	CTION 1416 ATE/TIME: ON : PM	Highland Rd. and Year 2000 No Proj	PEAK H		COSTA COUNTY FILE 29133-00
	^	RIGHT THRU LEFT 0 304 461	^		) NORTH
LEFT	0-0-0	(0.0 1.1 1.1)	1.1 92	RIGHT	STREET NAME:
THRU	0> 0:0	(NO. OF LANES)	0.0<0	THRU	Camino Tass.
RIGHT	0.0	0.0 1.1 1.1 <	v	LEFT	SPLIT PHASE?
ST	REET NAME:	Highland Rd.	SPLIT PH	ASE? N	

2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) T + R	26 443	26 443 469	1800 1800 1800	0.0144 0.2461 0.2606	0.2606			
SB	THRU (T) LEFT (L) T + L	304 461	304 461 765	1800 1800 1800	0.1689 0.2561 0.4250	0.2561			
WB	RIGHT (R) LEFT (L) T + R + L	92 8	92 8 100	1800 1800 1800	0.0511 0.0044 0.0556	0.0556			
	TOTAL VOI INTERSECT		ACITY RATIO			0.57 A			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT NORTH LEFT 86 RIGHT 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU SPLIT PHASE? 0.0 0.0 1.1 1.1 8 LEFT RIGHT 0 474 25 LEFT THRU RIGHT

	STREET NA	ME: High.	land Rd.	SPL.	IT PHASE?	. 2 N		
			2 PHASE SIG	GNAL				
34.48.4	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) T + R	25 474	25 474 499	1800 1800 1800	0.0139 0.2633 0.2772	0.2772		
SB	THRU (T) LEFT (L) T + L	289 363	289 363 .652	1800 1800 1800	0.1606 0.2017 0.3622	0.2017		
WB	RIGHT (R) LEFT (L) T + R + L	86 8	86 8 94	1800 1800 1800	0.0478 0.0044 0.0522	0.0522		
723	TOTAL VOI	UME-TO-CAP	ACITY RATIO			0.53 A		

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE COUNT DATE/TIME: PEAK HOUR: FII CONDITION : AM Year 2000 No Project FII FILE 29133-00 RIGHT THRU LEFT NORTH 0 -1 0.0 <--- v 0.0 0.0 0.0 0.0 1 0 RIGHT THRU 140 ---> 2.0 (NO. OF LANES) 2.0<--- 52 THRU Dublin Extn. RIGHT 370 --- 1.0 2.0 0.0 1.0 2.0 --- 314 LEFT SPLIT PHASE? 536 0 715 LEFT THRU RIGHT

	STREET NA	ME: Airwa	y Blvd.	SPL	IT PHASE?	N
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	715 536	542 * 536	1650 3000	0.3285 0.1787	0.3285
EB	RIGHT (R) THRU (T)	370 140	75 * 140	1650 3300	0.0455 0.0424	0.0455
WB	THRU (T) LEFT (L)	52 314	52 314	3300 3000	0.0158 0.1047	0.1047
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.48 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	ECTION 22 DATE/TIME		Airway	Blvd.	. and	Dubl		xtn. EAK HO	LIVERM	ORE
CONDITI			Year 2	2000 W:	ith Pro	ject	Ε.	LAN III	JOK.	FILE 29133-00
			RIGHT	THRU	LEFT					^
	^				ì		^			NORTH
LEFT	0	0.0	0.0	0.0	0.0	0.0	!	0	RIGHT	STREET NAME:
THRU	156>	2.0	(NO.	OF LA	NES)	2.0<		50	THRU	Dublin Extn.
RIGHT	351 v	1.0	2.0 <	0.0 † THRU	1.0 >   	2.0	V	323	LEFT	SPLIT PHASE?

	STREET NA	ME: Airwa	y Blvd.	SPL	TT PHASE?	N			
4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	683 429	505 * 429	1650 3000	0.3061 0.1430	0.3061			
EB	RIGHT (R) THRU (T)	351 156	115 * 156	1650 · 3300	0.0697 0.0473	0.0697			
WB	THRU (T) LEFT (L)	50 323	50 <b>323</b>	3300 3000	0.0152 0.1077	0.1077			
20-0-00	TOTAL VOI	TOTAL VOLUME-TO-CAPACITY RATIO: 0.48 INTERSECTION LEVEL OF SERVICE: A							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	ECTION 2201 DATE/TIME:	Airway Blvo	i. and	Dublin	Extn. PEAK H	LIVERM	ORE
CONDIT		M Year 2000 N	No Proj				FILE 29133-00
		RIGHT THRU	J LEFT				^
	^			^			NORTH
LEFT	0 0.	0.0 0.0	0.0	0.0	0	RIGHT	STREET NAME:
THRU	171> 2.	0 (NO. OF LA	ANES)	2.0<	27	THRU	Dublin Extn.
RIGHT	265 — 1. v	0 2.0 0.0 <	1.0 >   	2.0	767	LEFT	SPLIT PHASE?
c	TOPET NAME .	Advance Blee	4	SD	עם ידד	ASE2 N	

	STREET NA	ME: Airwa	ay Blvd.	SPL	IT PHASE?	N	
			4 PHASE SIG	NAL			
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	334 272	272 *	1650 3000	0.0000	0.0907	
EB	RIGHT (R) THRU (T)	265 171	115 * 171	1650 3300	0.0697 0.0518	0.0697	
WB	THRU (T) LEFT (L)	27 767	27 767	3300 3000	0.0082 0.2557	0.2557	
		LUME-TO-CAPA	ACITY RATIO: DF SERVICE:			0.42 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92



	STREET NA	ME: Airwa	ay Blvd.	SPLIT PHASE? N					
	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	333 296	0 * 296	1650 3000	0.0000 0.0987	0.0987			
EB	RIGHT (R) THRU (T)	247 181	84 * 181	1650 3300	0.0509 0.0548	0.0548			
WB	THRU (T) LEFT (L)	34 757	· 34 757	3300 3000	0.0103 0.2523	0.2523			
EV Same		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.41 A			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET	NAME:	Alcosta	Blvd.	SPLIT PHASE	:3

			2 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	50 342 6	50 342 6 392 348 398	1800 3600 1800 3600 3600 3600	0.0278 0.0950 0.0033 0.1089 0.0967 0.1106	0.1106
SB	RIGHT (R) THRU (T) LEFT (L) T + R	299 254	299 254 300	1800 3600 1800 3600	0.0006 0.0831 0.1411 0.0833	0.1411
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	6 5 5	6 5 5 11 10 16	1800 1800 1800 1800 1800 1800	0.0033 0.0028 0.0028 0.0061 0.0056 0.0089	0.0089
WB	RIGHT (R) THRU (T) LEFT (L) T + R	218 1 82	0 * 1 82 1	3273 1800 1800 3273	0.0000 0.0006 0.0456 0.0003	0.0456
2-0.0	TOTAL VOL		ACITY RATIO	•		0.31 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: AM Year 2000 With Project PEAK HOUR:
PEAK HOUR:
FILE 29133-00

RIGHT THRU LEFT
0 262 290 ^^

LEFT 4 --- 1.1 1.1 2.1 1.0 2.1 --- 213 RIGHT

THRU 9 ---> 1.1 (NO. OF LANES) 1.1<--- 1 THRU Old Ranch Rd.

RIGHT 9 --- 1.1 1.1 2.2 1.1 1.0 --- 135 LEFT SPLIT PHASE?

V 6 338 112

♥	6 338 112 LEFT THRU RIGHT	٧
STREET NAME:	Alcosta Blvd.	SPLIT PHASE? N

	2 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	112 338 6	112 338 6 450 344 456	1800 3600 1800 3600 3600 3600	0.0622 0.0939 0.0033 0.1250 0.0956 0.1267	0.1267		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 262 290	0 262 290 262	1800 3600 1800 3600	0.0000 0.0728 0.1611 0.0728	0.1611		
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	9 9 4	9 9 4 18 13 22	1800 1800 1800 1800 1800 1800	0.0050 0.0050 0.0022 0.0100 0.0072 0.0122	0.0122		
WB	RIGHT (R) THRU (T) LEFT (L) T + R	213 1 135	0 * 135 1	3273 1800 1800 3273	0.0000 0.0006 0.0750 0.0003	0.0750		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:

CONDITION: PM Year 2000 No Project PEAK HOUR: FILE 29133-00

	STREET NA	ME: Alcos	sta Blvd.	SPL	IT PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	84 404 21	84 404 21 488 425 509	1800 3600 1800 3600 3600 3600	0.0467 0.1122 0.0117 0.1356 0.1181 0.1414	0.1414
SB	RIGHT (R) THRU (T) LEFT (L) T + R	2 358 290	2 358 290 360	1800 3600 1800 3600	0.0011 0.0994 0.1611 0.1000	0.1611
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	3 4 3	3 4 3 7 7 10	1800 1800 1800 1800 1800 1800	0.0017 0.0022 0.0017 0.0039 0.0039 0.0056	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	291 2 55	1 * 2 55 3	3273 1800 1800 3273	0.0003 0.0011 0.0306 0.0009	0.0306
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.34 A

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	STREET NA	ME: Alco:	sta Blvd.	SPL	IT PHASE?	N
			2 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	197 392 21	197 392 21 589 413 610	1800 3600 1800 3600 3600 3600	0.1094 0.1089 0.0117 0.1636 0.1147 0.1694	0.1694
SB	RIGHT (R) THRU (T) LEFT (L) T + R	1 323 303	1 323 303 324	1800 3600 1800 3600	0.0006 0.0897 0.1683 0.0900	0.1683
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	5 8 3	5 8 3 13 11 16	1800 1800 1800 1800 1800 1800	0.0028 0.0044 0.0017 0.0072 0.0061 0.0089	0.0089
WB	RIGHT (R) THRU (T) LEFT (L) T + R	315 3 118	12 * 3 118 15	3273 1800 1800 3273	0.0037 0.0017 0.0656 0.0046	0.0656

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

10/9/92

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INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: : AM Year 2000 No Project FILE 29133-00 THRU LEFT NORTH 0.0 2.0 1.0 2.0 0.0 0 RIGHT STREET NAME: Old Ranch Rd. 0 THRU THRU SPLIT PHASE? 1.0 0 LEFT RIGHT 336 -206 274 0 LEFT THRU RIGHT

	STREET NA	ME: Dough	nerty Rd.	SPL.	IT PHASE?	N			
	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	THRU (T) LEFT (L)	274 206	274 206	3600 1800	0.0761 0.1144	0.1144			
SB	RIGHT (R) THRU (T)	17 425	425	1800 3600	0.0000 0.1181	0.1181			
EB	RIGHT (R) LEFT (L)	336 31	130 * 31	1800 3273	0.0722 0.0095	0.0722			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:

CONDITION: AM Year 2000 With Project FILE 29133-00 FILE 29133-00

NORTH 2.0 1.0 2.0 0.0 0.0 ---0 RIGHT STREET NAME: Old Ranch Rd. 0 THRU (NO. OF LANES) 1.0 2.0 0.0 SPLIT PHASE? RIGHT 345 -LEFT THRU RIGHT

STREET	NAME:	Dougherty	Rd.	SPLIT	PHASE?	N

			2 PHASE SIC	NAL			-
200	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	990 219	990 219	3600 1800	0.2750 0.1217	0.1217	
SB	RIGHT (R) THRU (T)	54 1423	0 * 1423	1800 3600	0.0000 0.3953	0.3953	
EB	RIGHT (R) LEFT (L)	345 119	126 * 119	1800 3273	0.0700 0.0364	0.0700	

\* ADJUSTED FOR RIGHT TURN ON RED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: TIME: : PM Year 2000 No Project FILE 29133-0 NORTH 1.0 2.0 0.0 0 RIGHT 2.0 STREET NAME: Old Ranch R LEFT (NO. OF LANES) 0.0<---0 THRU THRU 0 ---> 0.0 SPLIT PHASE? 0.0 1.0 2.0 0\_0 RIGHT 328 -335 454 0 LEFT THRU RIGHT

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N
	·		2 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	454 335	454 335	3600 1800	0.1261 0.1861	0.1861
SB	RIGHT (R) THRU (T)	39 286	24 * 286	1800 3600	0.0133 0.0794	0.0794
EB	RIGHT (R) LEFT (L)	328 28	0 * 28	1800 3273	0.0000	0.0086
		UME-TO-CAPA ION LEVEL (	ACITY RATIO	· ·		0.27 A

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
PEAK HOUR: INTERSECTION 2265

COUNT DATE/TIME: CONDITION: PM Year 2000 With Project FILE 29133-0 NORTH 0.0 1.0 2.0 0.0 0 RIGHT LEFT STREET NAME Old Ranch I (NO. OF LANES) 0.0<---0 THRU THRU 0 ---> 0.0 SPLIT PHASE 0.0 -0 LEFT RIGHT 361 --- 1.0 310 1491 0 LEFT THRU RIGHT

	STREET NA	ME: Dough	nerty Rd.	SPLIT PHASE? N				
-			2 PHASE SIG	NAL				
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	THRU (T) LEFT (L)	1491 310	1491 310	3600 1800	0.4142 0.1722	0.1722		
SB	RIGHT (R) THRU (T)	150 1086	86 * 1086	1800 3600	0.0478 0.3017	0.3017		
ЕВ	RIGHT (R) LEFT (L)	361 117	· 51 * 117	1800 3273	0.0283 0.0357	0.0357		
	TOTAL VOLUME-TO-CAPACITY RATIO: 0,51 INTERSECTION LEVEL OF SERVICE: A							

\* ADJUSTED FOR RIGHT TURN ON RED

0.79

2280 Dougherty Rd. and Amador Valley DUBLIN ME: PEAK HOUR: INTERSECTION 22 : AM Year 2000 No Project FILE 29133-00 NORTH 1.1 3.1 0.0 0.0 1.0 LEFT 0 RIGHT STREET NAME: Amador Valley THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU 1.0 3.0 0.0 0 LEFT SPLIT PHASE? 377 443 0 LEFT THRU RIGHT

10/9/92

10/9/92

0.81

	STREET NAME: Dougherty Rd.			SPLIT PHASE? N		
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	443 377	443 377	4950 1650	0.0895 0.2285	0.2285
SB	RIGHT (R) THRU (T) T + R	118 1101	118 1101 1219	1650 4950 4950	0.0715 0.2224 0.2463	0.2463
EB	RIGHT (R) LEFT (L)	680 42	303 * 42	1650 1650	0.1836 0.0255	0.1836

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

2280 Dougherty Rd. and Amador Valley DUBLIN PEAK HOUR: FILE 29133-00 : PM Year 2000 No Project THRU LEFT NORTH 124 -- 1.0 1.1 0.0 3.1 0.0 0 RIGHT LEFT STREET NAME: Amador Valley 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU 1.0 3.0 0.0 0 LEFT SPLIT PHASE? 715 1115 0 LEFT THRU RIGHT SPLIT PHASE? N STREET NAME: Dougherty Rd.

	4 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	THRU (T) LEFT (L)	1115 715	1115 715	4950 1650	0.2253 0.4333	0.4333		
SB	RIGHT (R) THRU (T) T + R	91 577	91 577 668	1650 4950 4950	0.0552 0.1166 0.1349	0.1349		
EB	RIGHT (R) LEFT (L)	373 124	0 * 124	1650 1650	0.0000 0.0752	0.0752		
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.64 INTERSECTION LEVEL OF SERVICE: B							

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN COUNT DATE/TIME: PEAK HOUR: ONDITION : AM Year 2000 With Project TIME: : AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT NORTH 77 --- 1.0 1.1 3.1 0.0 0.0 ---LEET 0 RIGHT STREET NAME: Amador Valley 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU SPLIT PHASE? 1.0 3.0 0.0 379 1145 0 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: Dougherty Rd. SPLIT PHASE? N 4 PHASE SIGNAL CRITICAL V/C ADJUSTED VOLUME\* ORIGINAL VOLUME V/C RATIO CAPACITY MOVEMENT THRU (T) LEFT (L) 1145 1145 4950 0.2313 0.2297 1650 4950 4950 0.0915 0.4022 0.4327 151 1991 2142 0.4327 RIGHT (R) LEFT (L) 247 \* 0.1497

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT NORTH 165 --- 1.0 3.1 0.0 0.0 ---LEFT 0 RIGHT STREET NAME: Amador Valley 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU SPLIT PHASE? 656 2019 0 LEFT THRU RIGHT STREET NAME: Dougherty Rd. SPLIT PHASE? N

	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	THRU (T) LEFT (L)	2019 656	2019 656	4950 1650	0.4079 0.3976	0.3976			
SB	RIGHT (R) THRU (T) T + R	139 1327	139 1327 1466	1650 4950 4950	0.0842 0.2681 0.2962	0.2962			
ЕВ	RIGHT (R) LEFT (L)	363 165	0 * 165	1650 1650	0.0000	0.1000			

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2000 No Project FILE 29133-00 RIGHT THRU LEFT NORTH 1.0 --- 261 RIGHT 0.0 0.0 3.0 1.0 LEFT 0 THRU (NO. OF LANES) 0.0<---THRU 0 LEFT 0.0 3.0 1.0 1.0 -RIGHT

SPLIT PHASE? N STREET NAME: Dougherty Rd. 3 PHASE SIGNAL

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	25 323	25 323	1720 5160	0.0145 0.0626	0.0626	
SB	THRU (T) LEFT (L)	1111 293	1111 293	5160 1720	0.2153 0.1703	0.1703	
WB	RIGHT (R) LEFT (L)	261 0	0 *	1720 1720	0.0000	0.0000	
-	TOTAL VOI	0.23 A					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: CONDITION : AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT NORTH

0.0 0.0 3.0 1.0 1.0 -- 600 RIGHT (NO. OF LANES) THRU 0 LEFT 0.0 0\_0 RIGHT 0 607 30 LEFT THRU RIGHT

STR	EET	NAME:	Dougherty	Rd.	SPLIT	PHASE?	N

			3 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	30 607	30 607	1720 5160	0.0174 0.1176	0.1176
SB	THRU (T) LEFT (L)	1698 547	1698 547	5160 1720	0.3291 0.3180	0.3180
WB	RIGHT (R) LEFT (L)	600	53 * 0	1720 1720	0.0308	0.0308
Section		LUME-TO-CAPA	ACITY RATIO			0.47 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME:
CONDITION: PM Year 2000 No Project FILE 29133-00 NORTH 0.0 3.0 1.0 1.0 624 RIGHT 0.0 LEFT STREET NAME: S.P. R.O.W. 0 THRU (NO. OF LANES) 0.0 0.0<---THRU SPLIT PHASE? 0 LEFT 0.0 3.0 1.0 1.0 0 797 66 LEFT THRU RIGHT

	STREET NAME: Dougherty Rd.			SPLIT PHASE? N				
			3 PHASE SIG	GNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	66 797	66 7 <b>97</b>	1720 5160	0.0384 0.1545	0.1545		
SB	THRU (T) LEFT (L)	483 224	483 224	5160 1720	0.0936 0.1302	0.1302		
WB	RIGHT (R) LEFT (L)	624	400 *	1720 1720	0.2326	0.2326		
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.52 INTERSECTION LEVEL OF SERVICE: A							

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN PEAK HOUR: FILE 29133-0 PM Year 2000 With Project NORTH 1.0 --- 1037 RIGHT <--- v ---> LEFT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THREE SPLIT PHASE? 0.0 3.0 1.0 1.0 -0 LEFT 0 --- 0.0

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Dough	nerty Rd.	rty Rd. SPLIT		N
722			3 PHASE SIC	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	63 1205	63 1205	1720 5160	0.0366 0.2335	0.2335
SB	THRU (T) LEFT (L)	988 424	988 424	5160 1720	0.1915 0.2465	0.2465
WB	RIGHT (R) LEFT (L)	1037	613 *	1720 1720	0.3564	0.3564
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84 INTERSECTION LEVEL OF SERVICE: D						

\* ADJUSTED FOR RIGHT TURN ON RED

FILE 29133-00

NORTH

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Year 2000 No Project F RIGHT THRU LEFT 337 — 1.0 1.0 0.0 1.0 1.0 — 287 RIGHT 518 ---> 3.0 (NO. OF LANES) 3.0<--- 788 THRU 0.0 0.0 0.0 0.0 ---O LEFT SPLIT PHASE? 0.0 LEFT THRU RIGHT

	SIREET NA	ME: S.P.	R.O.W.	SPL.	II PRASE:	M	
			3 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	6 284	0 * 284	1720 1720	0.0000 0.1651	0.1651	
EB	THRU (T) LEFT (L)	518 337	518 337	5160 1720	0.1004 0.1959	0.1959	
WB	RIGHT (R) THRU (T)	287 788	3 * 788	1720 5160	0.0017 0.1527	0.1527	
		UME-TO-CAPA				0.51 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	ECTION 2291 DATE/TIME:	S.P. R VM Year 2		and Dublin	Extn. PEAK H	DUBLIN OUR:	FILE 29133-00
COMDIT	1014						FILE 29133-00
		RIGHT 8	THRU L	EFT 0			^
	A .	1		^			NORTH
LEFT	92 1	0 1.0	0.0 1.	0 1.0 -	- 169	RIGHT	CODEED ALLANG.
THRU	258> 3	.0 (NO.	OF LANES	3.0<	- 972	THRU	STREET NAME: Dublin Extn.
RIGHT	0 0	0.0 <	THRU RI		- 0	LEFT	SPLIT PHASE?
s	TREET NAME:	S.P. R	.O.W.	s	PLIT PH	ASE? N	

-							
			3 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	8 310	0 * 310	1720 1720	0.0000 0.1802	0.1802	-
EB	THRU (T) LEFT (L)	258 92	258 92	5160 1720	0.0500 0.0535	0.0535	
WB	RIGHT (R) THRU (T)	169 972	0 * 972	1720 5160	0.0000 0.1884	0.1884	
			ACITY RATIO: OF SERVICE:			0.42 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT NORTH LEFT 201 --- 1.0 1.0 0.0 1.0 1.0 --- 399 RIGHT STREET NAME: Dublin Extn. THRU 227 ---> 3.0 (NO. OF LANES) 3.0<--- 782 THRU 0.0 ---RIGHT 0.0 <0.0 0.0 0.0 0 LEFT SPLIT PHASE?

	NAME:			PHASE?	
		THRU			

			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	25 552	0 * 552	1720 1720	0.0000	0.3209	
εв	THRU (T) LEFT (L)	227 201	227 201	5160 1720	0.0440 0.1169	0.1169	
WB	RIGHT (R) THRU (T)	399 782	0 * 782	1720 5160	0.0000 0.1516	0.1516	
-		UME-TO-CAPA	CITY RATIO: OF SERVICE:			0.59 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT NORTH LEFT 533 --- 1.0 1.0 0.0 1.0 1.0 --- 504 RIGHT STREET NAME: Dublin Extn. 446 ---> 3.0 (NO. OF LANES) 3.0<--- 703 THRU 0.0 0.0 0.0 0.0 0.0 O LEFT SPLIT PHASE? LEFT THRU RIGHT STREET NAME: S.P. R.O.W. SPLIT PHASE? N

			3 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	9 478	478	1720 1720	0.0000 0.2779	0.2779	
EB	THRU (T) LEFT (L)	446 533	446 533	5160 1720	0.0864 0.3099	0.3099	
WB	RIGHT (R) THRU (T)	504 703	· 26 * 703	1720 5160	0.0151 0.1362	0.1362	
	TOTAL VOL	UME-TO-CAPA	ACITY RATIO			0.72 C	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN PEAK HOUR: FILE 29133-00 COUNT DATE/TIME: AM Year 2000 No Project FILE 29133-00 FILE 2

SDITT DHASES N

	SIREEI NA	WIE: San	ramon ru.	3PL.	II PRASE:	14	
			8 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	725 438 413	505 * 438 413	3000 4950 3000	0.1683 0.0885 0.1377	0.1377	
SB	RIGHT (R) THRU (T) LEFT (L)	145 861 162	80 * 861 162	1650 4950 3000	0.0485 0.1739 0.0540	0.1739	
EB	RIGHT (R) THRU (T) LEFT (L) T + L	272 79 118	45 * 79 118 197	1650 3300 3000 4650	0.0273 0.0239 0.0393 0.0424	0.0424	
WB	RIGHT (R) THRU (T) LEFT (L)	124 93 400	35 * 93 400	1650 1650 3000	0.0212 0.0564 0.1333	0.1333	
	TOTAL VOI		ACITY RATIO			0.49 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET	NAME:	San	Ramon	Rd.	SPLIT	PHASE?	N
0114007	10470	0411	144114713	1.000.0	0.5 22 2		

			8 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	762 437 413	528 * 437 413	3000 4950 3000	0.1760 0.0883 0.1377	0.1377	
SB	RIGHT (R) THRU (T) LEFT (L)	138 861 171	73 * 861 171	1650 4950 3000	0.0442 0.1739 0.0570	0.1739	
EB	RIGHT (R) THRU (T) LEFT (L) T + L	272 79 118	45 * 79 118 197	1650 3300 3000 4650	0.0273 0.0239 0.0393 0.0424	0.0424	
WB	RIGHT (R) THRU (T) LEFT (L)	130 96 425	36 * 96 425	1650 1650 3000	0.0218 0.0582 0.1417	0.1417	
	TOTAL VOI	UME-TO-CAPA				0.50 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN PEAK HOUR: FILE 29133-0

RIGHT THRU LEFT 125 739 222 NORTH

RIGHT 186 - 2.1 1.0 3.0 2.0 1.0 - 234 RIGHT NORTH

THRU 229 --> 2.1 (NO. OF LANES) 1.0<-- 219 THRU Dublin Blvd NORTH

RIGHT 463 -- 1.0 2.0 3.0 2.0 2.0 - 1333 LEFT SPLIT PHASE?

V 400 889 1271 LEFT THRU RIGHT

STREET NAME: SAN PARRON Rd. and Dublin Blvd. DUBLIN Blvd FILE 29133-0

	STREET N	AME: San	Ramon Rd.	25.7	II PHADE:	14	
-			8 PHASE SI	GNAL			
	MOVEMENT'	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	1271 889 400	538 * 889 400	3000 4950 3000	0.1793 0.1796 0.1333	0.1333	
SB	RIGHT (R) THRU (T) LEFT (L)	125 739 222	23 * 739 222	1650 4950 3000	0.0139 0.1493 0.0740	0.1493	
EB	RIGHT (R) THRU (T) LEFT (L) T + L	463 229 186	243 * 229 186 415	1650 3300 3000 4650	0.1473 0.0694 0.0620 0.0892	0.1473	
WB	RIGHT (R) THRU (T) LEFT (L)	234 219 1333	112 * 219 1333	1650 1650 3000	0.0679 0.1327 0.4443	0.4443	
	TOTAL VO		ACITY RATIO	:		0.87 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: San Ramon Rd. SPLIT PHASE? N

						**
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	1375 889 400	642 * 889 400	3000 4950 3000	0.2140 0.1796 0.1333	0.2140
SB	RIGHT (R) THRU (T) LEFT (L)	125 739 222	25 * 739 222	1650 4950 3000	0.0152 0.1493 0.0740	0.0740
EB	RIGHT (R) THRU (T) LEFT (L) T + L	463 246 182	243 * 246 182 428	1650 3300 3000 4650	0.1473 0.0745 0.0607 0.0920	0.1473
WB	RIGHT (R) THRU (T) LEFT (L)	230 224 1333	108 * 224 1333	1650 1650 3000	0.0655 0.1358 0.4443	0.4443
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.88

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2000 No Project FILE 29133-00 NORTH 75 - 1.0 < 1.0 3.0 1.0 1.0 - 247 RIGHT LEFT STREET NAME: Dublin Blvd. THRU 201 ---> 2.0 (NO. OF LANES) 2.0<--- 413 THRU RIGHT 382 -- 2.5 2.0 3.1 1.1 1.0 -- 352 LEFT SPLIT PHASE? 715 681 290 LEFT THRU RIGHT

	SIREEI NA	wie: Dougi	nercy Rd.	2677	II PRASE:	14
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	290 681 715	290 681 715 971	1650 4950 3000 4950	0.1758 0.1376 0.2383 0.1962	0.2383
SB	RIGHT (R) THRU (T) LEFT (L)	90 1112 140	15 * 1112 140	1650 4950 1650	0.0091 0.2246 0.0848	0.2246
ЕВ	RIGHT (R) THRU (T) LEFT (L)	382 201 75	201 75	3000 3300 1 <b>6</b> 50	0.0000 0.0609 0.0455	0.0609
WB	RIGHT (R) THRU (T) LEFT (L)	247 413 352	107 * 413 352	1650 3300 1650	0.0648 0.1252 0.2133	0.2133
	TOTAL VOI	LUME-TO-CAP				0.74 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
COUNT DATE/TIME: PEAK HOUR:
CONDITION: AM Year 2000 With Project FILE 29133-00 NORTH 91 --- 1.0 1.0 3.0 1.0 1.0 --- 232 RIGHT LEFT STREET NAME: 195 ---> 2.0 (NO. OF LANES) 2.0<--- 297 THRU THRU RIGHT 427  $\stackrel{--}{-}$  2.5  $\stackrel{2.0}{\leftarrow}$  3.1 1.1 1.0  $\stackrel{--}{-}$  309 LEFT SPLIT PHASE? 785 926 333 LEFT THRU RIGHT

SPLIT PHASE? N

6 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	333 926 785	333 926 785 1259	1650 4950 3000 4950	0.2018 0.1871 0.2617 0.2543	0.2617		
SB	RIGHT (R) THRU (T) LEFT (L)	111 1621 173	20 * 1621 173	1650 4950 1650	0.0121 0.3275 0.1048	0.3275		
EB	RIGHT (R) THRU (T) LEFT (L)	427 195 91	0 * 195 91	3000 3300 1650	0.0000 0.0591 0.0552	0.0591		
WB	RIGHT (R) THRU (T) LEFT (L)	232 297 309	59 * 297 309	1650 3300 1650	0.0358 0.0900 0.1873	0.1873		

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Dougherty Rd.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2307	Dougherty Rd. and	Dublin Blvd. DUBLIN PEAK HOUR:	
	Year 2000 No Proje		FILE 29133-00
	RIGHT THRU LEFT 58 914 226		^
^	38 914 220	^	NORTH
LEFT 123 - 1.0	1.0 3.0 1.0	1.0 166 RIGHT	STREET NAME:
THRU 407> 2.0	(NO. OF LANES)	2.0< 334 THRU	Dublin Blvd.
RIGHT 1081 2.5	<pre>2.0 3.1 1.1 </pre>	1.0 541 LEFT	SPLIT PHASE?
٧	929 818 270	v	
	LEFT THRU RIGHT		
STREET NAME:	Dougherty Rd.	SPLIT PHASE? N	

	021444	LE: Doug.						
			6 PHASE SIC	NAL				
an allen	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	270 818 929	270 818 929 1088	1650 4950 3000 4950	0.1636 0.1653 0.3097 0.2198	0.3097		
SB	RIGHT (R) THRU (T) LEFT (L)	58 914 226	0 * 914 226	1650 4950 1650	0.0000 0.1846 0.1370	0.1846		
EB	RIGHT (R) THRU (T) LEFT (L)	1081 407 123	152 * 407 123	3000 3300 1650	0.0507 0.1233 0.0745	0.1233		
WB	RIGHT (R) THRU (T) LEFT (L)	166 334 541	0 * 334 541	1650 3300 1650	0.0000 0.1012 0.3279	0.3279		
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.95 INTERSECTION LEVEL OF SERVICE: E							

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/9/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION : PM Year 2000 With Project FILE 29133-00 NORTH - 1.0 1.0 3.0 1.0 1.0 - 188 RIGHT STREET NAME: THRU 418 ---> 2.0 (NO. OF LANES) 2.0<--- 269 THRU RIGHT 1087 --- 2.5 2.0 3.1 1.1 1.0 --- 503 LEFT SPLIT PHASE? 958 1165 308 LEFT THRU RIGHT

	STREET NA	ME: Dougl	herty Rd.	SPL	IT PHASE?	N
			6 PHASE SIC	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	308 1165 958	308 1165 958 1473	1650 4950 3000 4950	0.1867 0.2354 0.3193 0.2976	0.3193
SB	RIGHT (R) THRU (T) LEFT (L)	73 1306 302	0 * 1306 302	1650 4950 1650	0.0000 0.2638 0.1830	0.2638
EB	RIGHT (R) THRU (T) LEFT (L)	1087 418 158	129 * 418 158	3000 3300 1650	0.0430 0.1267 0.0958	0,1267
WB	RIGHT (R) THRU (T) LEFT (L)	188 269 503	0 * 269 503	1650 3300 1650	0.0000 0.0815 0.3048	0.3048
	TOTAL VOI		1.01 F			

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILL CONDITION: AM Year 2000 No Project FILL FILE 29133-00 RIGHT THRU LEFT 571 1522 0 NORTH 2.0 --- 703 RIGHT 1.9 2.0 0.0 LEFT 0.0 STREET NAME: I-580 WB Off THRU --> 0.0 (NO. OF LANES) 0.0<---0 THRU 2.0 --- 515 LEFT SPLIT PHASE? LEFT THRU RIGHT STREET NAME: Dougherty Rd. SPLIT PHASE? N

-										
	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	ALTO DE			
NB	RIGHT (R) THRU (T)	557 1313	557 1313	1800 5400	0.3094					
SB	RIGHT (R) THRU (T)	571 1522	571 1522	1800 3600	0.3172 0.4228	0.4228				
WB	RIGHT (R) LEFT (L)	703 515	3 *\$ 515	3273 3273	0.0009 0.1573	0.1573				
	TOTAL VOI	0.58 A								

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2000 With Project FILE RIGHT THRU LEFT 896 1703 0

NORTH 2.0 --- 739 RIGHT 1.9 2.0 0.0 LEFT STREET NAME: I-580 WB Off THRU 0 THRU --> 0.0 (NO. OF LANES) 0.0<---0.0 3.0 1.9 RIGHT 2.0 ---515 LEFT SPLIT PHASE? 0 1502 557 LEFT THRU RIGHT

	STREET NA	AME: Doug	nerty Rd.	SPL	IT PHASE?	N				
	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	557 1502	557 1502	1800 5400	0.3094 0.2781					
SB	RIGHT (R) THRU (T)	896 1703	896 1703	1800 3600	0.4978 0.4731	0.4731				
WB	RIGHT (R) LEFT (L)	739 515	141 *\$ 515	3273 3273	0.0431 0.1573	0.1573				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.63 INTERSECTION LEVEL OF SERVICE: B									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2308 Dougherty Rd. and I-500 WB Off PLEASANTON COUNT DATE/TIME:
CONDITION: PM Year 2000 No Protect PEAK HOUR: FILE 29133-0 : PM Year 2000 No Project RIGHT THRU LEFT NORTH - 0.0 1.9 2.0 0.0 2.0 — 614 RIGHT LEFT STREET NAME: I-580 WB Of: THRU 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU SPLIT PHASE? 2.0 --- 239 LEFT RIGHT 0 ---0.0 0.0 3.0 1.9

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	1114 1694	1114 1694	1800 5400	0.6189 0.3137	
SB	RIGHT (R) THRU (T)	639 2020	639 2020	1800 3600	0.3550 0.5611	0.5611
WB	RIGHT (R) LEFT (L)	614 239	208 *\$ 239	3273 3273	0.0636 0.0730	0.0730
	TOTAL VOL	UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.63 B

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME:
CONDITION: PM Year 2000 With Project FILE FILE 29133-00 RIGHT THRU LEFT 848 2211 0 NORTH 1.9 2.0 0.0 2.0 --- 621 RIGHT STREET NAME: I-580 WB Off THRU 0 --> 0.0 (NO. OF LANES) 0.0<--- 0 THRU 0.0 3.0 1.9 RIGHT 0 ---0.0 2.0 --- 239 LEFT SPLIT PHASE? 0 1951 1141 LEFT THRU RIGHT

		DLL.	111110 10011	4					
	STREET NA	AME: Dough	nerty Rd.	SPL	IT PHASE?	N			
	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	1141 1951	1141 1951	1800 5400	0.6339 0.3613				
SB	RIGHT (R) THRU (T)	848 2211	848 2211	1800 3600	0.4711 0.6142	0.6142	-		
WB	RIGHT (R) LEFT (L)	621 239	472 *\$ 239	3273 3273	0.1442 0.0730	0.1442			
	TOTAL VOL		ACITY RATIO: OF SERVICE:			0.76	12808		

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2000 No Project FILE FILE 29133-00 RIGHT THRU LEFT NORTH 0.0 1.9 2.0 2.0 0.0 0 RIGHT -> 0.0 (NO. OF LANES) 0.0<-0 THRU 0.0 3.0 0.0 -· O LEFT SPLIT PHASE? LEFT THRU STREET NAME: Hopyard Rd. SPLIT PHASE? N

	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	292 1259	292 1259	1800 5400	0.1622 0.2331				
SB	RIGHT (R) THRU (T)	510 1473	510 1473	1800 3600	0.2833 0.4092	0.4092			
EB	RIGHT (R) LEFT (L)	1210 480	583 *\$ 480	3273 3273	0.1781 0.1467	0.1781			

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Year 2000 With Project FILE 29133-00 RIGHT THRU 510 1591 LEFT

NORTH 0.0 1.9 2.0 0.0 STREET NAME: I-580 EB Off -> 0.0 (NO. OF LANES) 0.0<-0 THRU 0.0 3.0 LEFT SPLIT PHASE? RIGHT 1169 -0.0 -0 1336 305 LEFT THRU RIGHT

	JIILLI IG	am. nopy	110 100	01.011.110.001.11					
	2 PHASE SIGNAL								
ponesii	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	305 1336	305 1336	1800 5400	0.1694 0.2474				
SB	RIGHT (R) THRU (T)	510 1591	510 1591	1800 - 3600	0.2833 0.4419	0.4419			
EB	RIGHT (R) LEFT (L)	1169 581	660 *\$ 581	3273 3273	0.2016 0.1775	0.2016			

SDITT DHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

CTREET NAME . Honyard Pd

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PM Year 2000 No Project PEAK HOUR: FILE FILE 29133-00 RIGHT THRU 753 1420 NORTH 0.0 1.9 2.0 2.0 0.0 0 RIGHT (NO. OF LANES) 0 THRU ---> 0.0 0.0 LEFT - 2.0 RIGHT 1017 -0 2378 571 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NAME: Hopyard Rd.			SPLIT PHASE? N					
	2 PHASE SIGNAL								
725	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	571 2378	571 2378	1800 5400	0.3172 0.4404	0.4404			
SB	RIGHT (R) THRU (T)	753 1420	753 1420	1800 3600	0.4183 0.3944				
EB	RIGHT (R) LEFT (L)	1017 419	337 *\$ 419	3273 3273	0.1030 0.1280	0.1280			

ADJUSTED FOR RICHT TURN ON RED SPECIAL ADJUSTMENT APPLIED eveloped by TJKM Transportation Consultants, Pleasanton; CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

0.57

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-00 THRU 1508 NORTH 1.9 2.0 0.0 0.0 -STREET NAME: I-580 EB Off -> 0.0 (NO. OF LANES) 0.0<-0 THRU RIGHT 1017 0.0 0.0 -SPLIT PHASE? LEFT 0 2503 LEFT THRU 571 RIGHT STREET NAME: Hopvard Rd. SPLIT PHASE? N

2 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	571 2503	571 2503	1800 5400	0.3172 0.4635	0.4635	
SB	RIGHT (R) THRU (T)	859 1508	859 1508	1800 3600	0.4772 0.4189		
EB	RIGHT (R) LEFT (L)	1017 567	425 <b>*\$</b> 567	3273 3273	0.1299 0.1732	0.1732	
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64 INTERSECTION LEVEL OF SERVICE: B							

INTERSECTION 2322 COUNT DATE/TIME: CONDITION : A Tassajara Rd. and I-580 WB Off PLEASANTON PEAK HOUR: : AM Year 2000 No Project FILE 29133-00

THRU LEFT NORTH 2.0 - 529 RIGHT 1.9 3.0 0.0 LEFT STREET NAME: I-580 WB Off (NO. OF LANES) 0.0<---0 THRU -> 0.0 THRU SPLIT PHASE? 0.0 RIGHT 0.0 LEFT THRU RIGHT

STREET NA	ME: Tassa	ajara Rd.		PHASE?	N
		4 PHASE SIG	NAL		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
DICUT (D)	737	737	1650	0 4467	

NB 782 3300 0.2370 0.2370 THRU (T) 782 1650 4950 0.9418 3000 3000 0.0000 RIGHT (R) LEFT (L) 0 \*\$ 0.2667

\*\* APPROACHING OR EXCEEDING CAPACITY CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION FILE FILE 29133-00 THRU LEFT NORTH

2.0 - 317 RIGHT 1.9 3.0 0.0 LEFT 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU SPLIT PHASE? 1.9 530 LEFT 0.0 0.0 2.0 RIGHT

SPLIT PHASE? N Tassajara Rd. STREET NAME:

LEFT THRU RIGHT

			4 PHASE SIG	SNAL			_
NO COL	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	866 1619	866 1619	1650 3300	0.5248 0.4906	0.4906	
SB	RIGHT (R) THRU (T)	421 702	421 702	1650 4950	0.2552 0.1418		
WB	RIGHT (R) LEFT (L)	317 530	317 <b>\$</b> 530	3000 3000	0.1057 0.1767	0.1767	
	TOTAL VOI	0.67 B					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

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INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT NORTH 2.0 --- 510 RIGHT 0.0 1.9 3.0 0.0 STREET NAME: I-580 WB Off 0.0<--- 0 THRU THRU SPLIT PHASE? 0.0 RIGHT 0 710 737 LEFT THRU RIGHT

	STREET NA	ME: Tassa	ajara Rd.	SPL	IT PHASE?	N					
	4 PHASE SIGNAL										
38.36.3	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	737 710	737 710	1650 3300	0.4467 0.2152	0.2152					
SB	RIGHT (R) THRU (T)	1331 809	1331 809	1650 4950	0.8067 0.1634		_				
WB	RIGHT (R) LEFT (L)	510 800	0 *\$ 800	3000 3000	0.0000 0.2667	0.2667	196				
	TOTAL VOL	0.48 A									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON PEAK HOUR:
COUNT DATE/TIME:
CONDITION: PM Year 2000 With Project FILE FILE 29133-0 THRU LEFT 690 0 RIGHT 434 NORTH 2.0 --- 333 RIGHT 1.9 3.0 0.0 LEFT STREET NAME: I-580 WB Of THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU 0.0 0.0 2.0 --- 530 SPLIT PHASE? RIGHT LEFT 0 1686 LEFT THRU

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Tassa	ijara Rd.	SPL	IT PHASE?	N						
-	4 PHASE SIGNAL											
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
NB	RIGHT (R) THRU (T)	866 1686	866 1686	1650 3300	0.5248 0.5109	0.5109						
SB	RIGHT (R) THRU (T)	434 690	434 690	1650 4950	0.2630 0.1394	**************************************						
WB	RIGHT (R) LEFT (L)	333 530	.333 \$ 530	3000 3000	0.1110 0.1767	0.1767						
- Longe	TOTAL VOI	0.69	THE REAL PROPERTY.									

STREET NAME: Santa Rita Rd SPLIT PHASE? N

10/9/92 INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: TIME: : AM Year 2000 No Project FILE 29133-00 NORTH - 2.0 1.9 2.0 1.0 2.0 - 376 RIGHT LEFT STREET NAME: I-580 EB Off THRU 153 ---> 1.0 (NO. OF LANES) 0.0<---0 THRU RIGHT 858 ---0.0 2.0 2.0 2.0 -- 1.9 70 LEFT

_				00011 11000; 17				
			6 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	451 682	413 * 682	3000 3300	0.1377 0.2067			
SB	RIGHT (R) THRU (T) LEFT (L)	90 1318 118	90 1318 118	1650 3300 1650	0.0545 0.3994 0.0715	0.3994		
EB	RIGHT (R) THRU (T) LEFT (L)	858 153 156	858 153 156	1650 1650 3000	0.5200 0.0927 0.0520	0.0927		
WB	RIGHT (R) LEFT (L)	376 70	258 * 70	3000 3000	0.0860	0.0860		
	TOTAL VOI	0.58 A	1.52.30					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT 90 1306 119 NORTH 139 - 2.0 1.9 2.0 1.0 2.0 - 365 RIGHT LEFT 157 ---> 1.0 (NO. OF LANES) 0.0<-- 0 THRU THRU 72 LEFT

10/9/92

0.57

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: Santa Rita Rd SPLIT PHASE? N 6 PHASE SIGNAL MOVEMENT CAPACITY RIGHT (R) THRU (T) 0.1370

0 682 451 LEFT THRU RIGHT

SB RIGHT (R) THRU (T) LEFT (L) 90 0.0545 0.3958 0.0721 0.3958 RIGHT (R) THRU (T) LEFT (L) RIGHT (R) LEFT (L) 0.0820

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
COUNT DATE/TIME: PEAK HOUR:
CONDITION: PM Year 2000 No Project File TIME: PM Year 2000 No Project FILE 29133-00 - 2.0 1.9 2.0 1.0 2.0 - 246 RIGHT LEFT 423 --0 THRU THRU 508 ---> 1.0 (NO. OF LANES) 0.0<---RIGHT 1071 -0.0 2.0 2.0 2.0 - 1.9 82 LEFT SPLIT PHASE?

	STREET NA	ME: Santa	a Rita Rd	SPL	IT PHASE?	N
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	1095 1836	1050 * 1836	3000 3300	0.3500 0.5564	0.5564
SB	RIGHT (R) THRU (T) LEFT (L)	171 687 218	171 687 218	1650 3300 1650	0.1036 0.2082 0.1321	0.1321
EB	RIGHT (R) THRU (T) LEFT (L)	1071 508 423	1071 508 423	1650 1650 3000	0.6491 0.3079 0.1410	0.3079
WB	RIGHT (R) LEFT (L)	246 82	28 * 82	3000 3000	0.0093 0.0273	0.0273
300.3		LUME-TO-CAP				. 1.02 F

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: E/TIME: PM Year 2000 With Project FILE 29133-00 NORTH 1.9 2.0 1.0 2.0 --- 258 RIGHT LEFT 459 --- 2.0 THRU 531 ---> 1.0 (NO. OF LANES) 0.0<---0 THRU 0.0 2.0 2.0 2.0 82 LEFT

	STREET N	AME: Santa	a Rita Rd	SPL.	IT PHASE?	N				
			6 PHASE SIC	SNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	1088 1908	1043 * 1908	3000 3300	0.3477 0.5782	0.5782				
SB	RIGHT (R) THRU (T) LEFT (L)	163 687 225	163 687 225	1650 3300 1650	0.0988 0.2082 0.1364	0.1364				
EB	RIGHT (R) THRU (T) LEFT (L)	1076 531 459	1076 531 459	1650 1650 3000	0.6521 0.3218 0.1530	0.3218				
WB	RIGHT (R) LEFT (L)	258 82	33 * 82	3000 3000	0.0110 0.0273	0.0273				
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.06 INTERSECTION LEVEL OF SERVICE: F									

\* ADJUSTED FOR RIGHT TURN ON RED

	DATE/TIME:	Fallon Rd. Year 2000 No		Extn. DUBLIN PEAK HOUR:	FILE 29133-00
	^	RIGHT THRU 0 80	LEFT 67		, I NORTH
LEFT	0 — 1.0 325 —> 1.0	1.1 2.1	1.0 1.1 — ES) 1.1<—		STREET NAME: Dublin Extn.
RIGHT	78 1.0	< 1.0 2.0	1.0 1.0 -	- 389 LEFT	SPLIT PHASE?
			129 RIGHT		

	STREET NA	ME: Fallo	on Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	129 31 599	0 * 31 599	1650 3300 1650	0.0000 0.0094 0.3630	0.3630
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 80 67	0 80 67 80	1650 3300 1650 3300	0.0000 0.0242 0.0406 0.0242	0.0242
EB	RIGHT (R) THRU (T) LEFT (L)	78 325 0	325 0	1650 1650 1650	0.0000 0.1970 0.0000	0.1970
WB	RIGHT (R) THRU (T) LEFT (L) T + R	11 574 389	11 574 389 585	1650 1650 1650 1650	0.0067 0.3479 0.2358 0.3545	0.2358
-	TOTAL VOI		ACITY RATIO OF SERVICE:	0		0.82 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT 1.0 LEFT 298 ---> 1.0 (NO. OF LANES) 1.1<--- 470 THRU THRU 1.0 2.0 1.0 1.0 — 405 LEFT 80 --- 1.0

	STREET NA	ME: Fallo	on Rd.	SPL	IT PHASE?	N
-			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	126 29 486	0 * 29 486	1650 3300 1650	0.0000 0.0088 0.2945	0.2945
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 88 78	0 88 78 88	1650 3300 1650 3300	0.0000 0.0267 0.0473 0.0267	0.0267
EB	RIGHT (R) THRU (T) LEFT (L)	80 298 0	298 0	1650 1650 1650	0.0000 0.1806 0.0000	0.1806
WB	RIGHT (R) THRU (T) LEFT (L) T + R	17 470 405	17 470 405 487	1650 1650 1650 1650	0.0103 0.2848 0.2455 0.2952	0.2455
200		LUME-TO-CAP	ACITY RATIO	0		0.75 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERS			3	Fallor	Rd.	and	Dublin	Extn. PEAK H	DUBLIN	
CONDIT		TIPE:	PM	Year 2	000 N	o Proje	ect			FILE 29133-00
				RIGHT	THRU 50	LEFT 26				^
		^		Ĭ	1		^			NORTH
LEFT	. 0 -	1	1.0	1.1	2.1	1.0	1.1 -	- 22	RIGHT	STREET NAME:
THRU	598 -	>	1.0	(NO.	OF LA	NES)	1.1<	- 125	THRU	Dublin Extn.
RIGHT	333 -	1 V	1.0	<	2,0	1.0	1.0 -	- 201	LEFT	SPLIT PHASE?
				248 LEFT	89 THRU	290 RIGHT				
5	TREET	NAME		Fallo	Rd.		s	PLIT PH	ASE? N	

	2110001 14	* D GII.	D11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				-
-			8 PHASE SIC	NAL			
*==	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	290 89 248	89 * 89 248	1650 3300 1650	0.0539 0.0270 0.1503	0.1503	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 50 26	0 50 26 50	1650 3300 1650 3300	0.0000 0.0152 0.0158 0.0152	0.0152	
EB	RIGHT (R) THRU (T) LEFT (L)	333 598 0	85 * 598 0	1650 1650 1650	0.0515 0.3624 0.0000	0.3624	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	22 125 201	22 125 201 147	1650 1650 1650 1650	0.0133 0.0758 0.1218 0.0891	. 0.1218	
===		LUME-TO-CAP	ACITY RATIO: OF SERVICE:			0.65 B	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	CCTA :	INTER	RSECTIO	N LEVE	EL OF S	ERV	CE A	NALYS	IS		10/9/92
	INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR:										
	ION	PM	Year 2	000 W	ith Pro	ject	:			FILE	29133-00
***************************************			RIGHT	THRU 40	LEFT 26					,	
	^		}		1		^			NO	RTH
LEFT	0	1.0	1.1		1.0	1.1		23	RIGHT	cmnn	0m 31334m
THRU	585>	1.0	(NO.	OF LA	NES)	1.1	< <del></del>	141	THRU		ET NAME: ( lin Extn.
RIGHT	323	1.0	1.0	2.0	1.0	1.0		196	LEFT	SPLIT	PHASE?
	v			-	1		v				14
			239 LEFT	89 THRU	314 RIGHT						
STREET NAME: Fallon Rd. SPLIT PHASE? N											

	STREET NA	ME: Fallo	n Rd.	SPL.	IT PHASE?	N
2.00			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	314 89 239	118 * 89 239	1650 3300 1650	0.0715 0.0270 0.1448	0.1448
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 40 26	0 40 . 26 40	1650 3300 1650 3300	0.0000 0.0121 0.0158 0.0121	0.0121
EB	RIGHT (R) THRU (T) LEFT (L)	323 585 0	84 * 585 0	1650 1650 1650	0.0509 0.3545 0.0000	0.3545
WB	RIGHT (R) THRU (T) LEFT (L) T + R	23 141 196	23 141 196 164	1650 1650 1650 1650	0.0139 0.0855 0.1188 0.0994	0.1188
26.00.2		UME-TO-CAPA	CITY RATIO: OF SERVICE:			0.63 B

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2384 COUNT DATE/TIME: CONDITION: AM	Tassajara Rd. and Year 2000 No Proje	Dublin Extn. DUBLING PEAK HOUR:	FILE 29133-00
^	RIGHT THRU LEFT 284 1374 68	A	NORTH
LEFT 115 — 1.0 THRU 235 —> 1.0	1.0 2.0 1.0 (NO. OF LANES)	1.0 - 5 RIGHT 1.0< 491 THRU	STREET NAME: Dublin Extn.
RIGHT 93 1.0	1.0 2.0 1.0 <	1.0 — 693 LEFT	SPLIT PHASE?
STREET NAME:	LEFT THRU RIGHT Tassajara Rd.	SPLIT PHASE? N	

	STREET NA	ME: Tass	ajara Rd.	SPL.	IT PHASE?	N				
	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	299 137 489	0 * 137 489	1650 3300 1650	0.0000 0.0415 0.2964	0.2964				
SB	RIGHT (R) THRU (T) LEFT (L)	284 1374 68	169 * 1374 68	1650 3300 1650	0.1024 0.4164 0.0412	0.4164				
EB	RIGHT (R) THRU (T) LEFT (L)	93 235 115	0 * 235 115	1650 1650 1650	0.0000 0.1424 0.0697	0.1424				
WB	RIGHT (R) THRU (T) LEFT (L)	5 491 693	0 * 491 693	1650 1650 1650	0.0000 0.2976 0.4200	0.4200				
-		LUME-TO-CAP.	ACITY RATIO			1.28 F				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	,				20,	00 01 1				2012122
INTERS				Tassa	jara R	d. and	Dublin	Extn. PEAK H		
CONDIT				Year 2	2000 W	ith Pro		E LLEUX II		FILE 29133-00
				RIGHT	THRU 1370	LEFT 54				^
		^		1	1		^			NORTH
LEFT	118		1.0	1.0		1.0	1.0	8	RIGHT	CODDER MANE
THRU	305	>	1.0	(NO.	OF LA	NES)	1.0<	524	THRU	STREET NAME: Dublin Extn.
RIGHT	94		1.0	< 1.0	2,0	1.0	1.0	461	LEFT	SPLIT PHASE?
				447 LEFT		232 RIGHT				
S'	TREET	NAMI	Ε:	Tassa	jara R	d.	SP	LIT PH	ASE? N	

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

	8 PHASE SIGNAL									
200	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	232 150 447	0 * 150 447	1650 3300 1650	0.0000 0.0455 0.2709	0.2709				
SB	RIGHT (R) THRU (T) LEFT (L)	307 1370 54	189 * 1370 54	1650 3300 1650	0.1145 0.4152 0.0327	0.4152				
EB	RIGHT (R) THRU (T) LEFT (L)	94 305 118	0 * 305 118	1650 1650 1650	0.0000 0.1848 0.0715	0.1848				
WB	RIGHT (R) THRU (T) LEFT (L)	8 524 461	0 * 524 461	1650 1650 1650	0.0000 0.3176 0.2794	0.2794				
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.15 INTERSECTION LEVEL OF SERVICE: F									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECT COUNT DATE CONDITION	TE/TIME:		Tassaj Year 2				Extn. PEAK H	DUBLIN OUR:	FILE 29133-00
	^		RIGHT 167	THRU 395	LEFT 28	^			) NORTH
	58 <del></del> >					1.0		RIGHT THRU	STREET NAME: Dublin Extn.
RIGHT 1	68 V	1.0	<		1.0	1.0	261	LEFT	SPLIT PHASE?

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Tassa	jara Rd.	SPL	IT PHASE?	N					
	8 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	436 901 384	175 * 901 384	1650 3300 1650	0.1061 0.2730 0.2327	0.2327					
SB	RIGHT (R) THRU (T) LEFT (L)	167 395 28	0 * 395 28	1650 3300 1650	0.0000 0.1197 0.0170	0.1197					
EB	RIGHT (R) THRU (T) LEFT (L)	168 530 658	0 * 530 658	1650 1650 1650	0.0000 0.3212 0.3988	0.3988					
WB	RIGHT (R) THRU (T) LEFT (L)	19 297 261	0 * 297 261	1650 1650 1650	0.0000 0.1800 0.1582	0.1800					
TOTAL	TOTAL VOI	UME-TO-CAPA				0.93 E					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

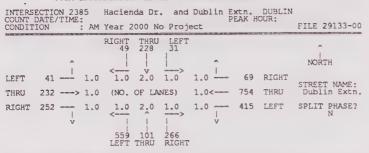
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	CCTA	A INTE	RSECTIO	N LEVI	EL OF	SERVICE A	ANALYS	15		10/9/92
	ECTION 2		Tassa	jara R	d. and	Dublin	Extn. PEAK H			
CONDIT		: PM	Year 2	2000 W.	ith Pr				FILE	29133-00
			RIGHT 160	THRU 388	LEFT 28				,	
		^		1		^			NOF	RTH
LEFT	623	1.0	1.0	2.0	1.0	1.0	19	RIGHT	STREE	T NAME:
THRU	536	-> 1.0	(NO.	OF LA	NES)	1.0<	348	THRU		in Extn.
RIGHT	167	1.0	< 1.0	2,0	1.0	1.0 v	266	LEFT	SPLIT	PHASE?
			391 LEFT	980 THRU	1 428 RIGHT					

	STREET N	AME: Tassa	ajara Rd.	SPL	IT PHASE?	N	
			8 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	428 980 391	162 * 980 391	1650 3300 1650	0.0982 0.2970 0.2370	0.2370	
SB	RIGHT (R) THRU (T) LEFT (L)	160 388 28	0 * 388 - 28	1650 3300 1650	0.0000 0.1176 0.0170	0.1176	
EB	RIGHT (R) THRU (T) LEFT (L)	167 536 623	0 * 536 623	1650 1650 1650	0.0000 0.3248 0.3776	0.3776	
WB	RIGHT (R) THRU (T) LEFT (L)	19 348 266	0 * 348 266	1650 1650 1650	0.0000 0.2109 0.1612	0.2109	
		LUME-TO-CAPA				0.94 E	===

\* ADJUSTED FOR RIGHT TURN ON RED

10/9/92



	STREET NA	ME: Haci	enda Dr.	SPL	IT PHASE?	N	
			8 PHASE SIG	SNAL			
Table 1	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	266 101 559	0 * 101 559	1650 3300 1650	0.0000 0.0306 0.3388	0.3388	
SB	RIGHT (R) THRU (T) LEFT (L)	49 228 31	228 31	1650 3300 1650	0.0048 0.0691 0.0188	0.0691	
EB	RIGHT (R) THRU (T) LEFT (L)	252 232 41	0 * 232 41	1650 1650 1650	0.0000 0.1406 0.0248	0.0248	
WB	RIGHT (R) THRU (T) LEFT (L)	69 754 415	38 * 754 415	1650 1650 1650	0.0230 0.4570 0.2515	0.4570	
-	TOTAL VOI		ACITY RATIO OF SERVICE:	•		0.89 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2000 With Project RIGHT THRU LEFT 46 240 37 NORTH 1.0 < 1.0 2.0 1.0 1.0 67 RIGHT STREET NAME: 355 ---> 1.0 (NO. OF LANES) 1.0<--- 796 THRU THRU 1.0 2.0 1.0 1.0 SPLIT PHASE? 409 LEFT RIGHT 323 --- 1.0 535 82 256 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Hacle	enda Dr.	SPL.	IT PHASE?	N	
			8 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	256 82 535	0 * 82 535	1650 3300 1650	0.0000 0.0248 0.3242	0.3242	
SB	RIGHT (R) THRU (T) LEFT (L)	46 240 37	14 * 240 37	1650 3300 1650	0.0085 0.0727 0.0224	0.0727	
EB	RIGHT (R) THRU (T) LEFT (L)	323 355 32	0 * 355 32	1650 1650 1650	0.0000 0.2152 0.0194	0.0194	
WB	RIGHT (R) THRU (T) LEFT (L)	67 796 409	30 * 796 409	1650 1650 1650	0.0182 0.4824 0.2479	0.4824	
-	TOTAL VOI	LUME-TO-CAP	ACITY RATIO			0.90 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	ECTION 23	:					Extn. PEAK	DUBLIN HOUR:	FILE 29133-00
CONDIT	ION	PM.	Year 2	000 No	Proje	ect			FILE 53133-00
			RIGHT 41	THRU 156	LEFT 39				Â
	^		1	1		^			NORTH
LEFT	70	1.0	1.0	2.0	1.0	1.0	62	RIGHT	STREET NAME:
THRU	449>	1.0	(NO.	OF LAN	IES)	1.0<-	574	THRU	Dublin Extn.
RIGHT	518	1.0	< 1.0	2,0	1.0	1.0 -	294	LEFT	SPLIT PHASE?
			526 LEFT	210 THRU	858 RIGHT				
C	TDEET NAM	F .	Harrie	da Dr			SPLIT P	HASE? N	

	STREET NA	ME: Hacl	enda Ur.	SPL	II PRADE:	TA.	
			8 PHASE SI	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	858 210 526	564 * 210 526	1650 3300 1650	0.3418 0.0636 0.3188	0.3188	
SB	RIGHT (R) THRU (T) LEFT (L)	41 156 39	0 * 156 39	1650 3300 1650	0.0000 0.0473 0.0236	0.0473	
EB	RIGHT (R) THRU (T) LEFT (L)	518 449 70	0 * 449 70	1650 1650 1650	0.0000 0.2721 0.0424	0.2721	
WB	RIGHT (R) THRU (T) LEFT (L)	62 574 294	23 * 574 294	1650 1650 1650	0.0139 0.3479 0.1782	0.1782	
			ACITY RATIO OF SERVICE:	0 0		0.82 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT 40 158 30 NORTH 1.0 2.0 1.0 1.0 ---STREET NAME: Dublin Extn 1.0<--- 650 THRU 519 ---> 1.0 (NO. OF LANES) THRU 1.0 2.0 1.0 × 1.0 --- 283 LEFT SPLIT PHASE?

	STREET NA	ME: Hacie	enda Dr.	SPLIT PHASE? N			
			8 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	791 201 558	508 * 201 558	1650 3300 1650	0.3079 0.0609 0.3382	0.3382	
SB	RIGHT (R) THRU (T) LEFT (L)	40 158 30	0 * 158 · 30	1650 3300 1650	0.0000 0.0479 0.0182	0.0479	
EB	RIGHT (R) THRU (T) LEFT (L)	586 519 61	28 * 519 61	1650 1650 1650	0.0170 0.3145 0.0370	0.3145	
WB	RIGHT (R) THRU (T) LEFT (L)	57 650 283	27 * 650 283	1650 1650 1650	0.0164 0.3939 0.1715	0.1715	
		UME-TO-CAPA	ACITY RATIO			0.87	

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Year 2000 No Project FILE 29133-00 RIGHT THRU LEFT NORTH 1.0 3.0 0.0 2.0 --- 373 RIGHT LEFT 0.0 (NO. OF LANES) 0.0<---0 THRU THRU --> 0.0 0.0 3.0 1.0 2.0 -913 LEFT SPLIT PHASE? RIGHT 0.0 LEFT THRU RIGHT STREET NAME: Hacienda Dr. SPLIT PHASE? N

			3 PHASE SI	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	378 561	0 *\$ 561	1720 5160	0.0000 0.1087	0 CC	
SB	RIGHT (R) THRU (T)	304 593	0 *\$ 593	1720 5160	0.0000 0.1149	0.1149	
WB	RIGHT (R) LEFT (L)	373 913	0 *\$ 913	3127 3127	0.0000 0.2920	0.2920	
	TOTAL VOI	0.41 A					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/9/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2000 With Project FILE FILE 29133-00 THRU LEFT NORTH 2.0 --- 345 RIGHT 0.0 1.0 3.0 0.0 LEFT STREET NAME: I-580 WB Off --> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU 0.0 3.0 1.0 2.0 -921 LEFT SPLIT PHASE? RIGHT 0.0 0 531 415 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	SIREEI NA	WE: NACIE	II PRASC:	14					
	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	415 531	0 *\$ 531	1720 5160	0.0000 0.1029				
SB	RIGHT (R) THRU (T)	323 651	0 *\$ 651	1720 5160	0.0000 0.1262	0.1262			
WB	RIGHT (R) LEFT (L)	345 921	0 *\$ 921	3127 3127	0.0000 0.2945	0.2945			
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.42 A			

SDEET DUNCES N

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

2386 Hacienda Dr. and I-580 WB Off PLEASANTON
ME: PEAK HOUR: INTERSECTION 2386 Hacienda Dr. and I-COUNT DATE/TIME: CONDITION: PM Year 2000 No Project THRU 828 NORTH - 0.0 2.0 - 189 RIGHT 1.0 3.0 0.0 LEFT (NO. OF LANES) 0.0<---0 THRU THRU 0 ---> 0.0 0.0 3.0 1.0 2.0 -446 LEFT 0.0 RIGHT THRU RIGHT STREET NAME: Hacienda Dr SPILTT PHASE? N

STREET NAME: NACTORINA DI. SPETI FRANCE: N								
	3 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	295 1407	0 *\$ 1407	1720 5160	0.0000 0.2727	0.2727		
SB	RIGHT (R) THRU (T)	145 828	0 *\$ 828	1720 5160	0.0000 0.1605			
WB	RIGHT (R) LEFT (L)	189 446	0 *\$ 446	3127 3127	0.0000 0.1426	0.1426		
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:	,		0.42 A		

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PM Year 2000 With Project FILE FILE 29133-00 THRU 882 NORTH 2.0 --- 192 RIGHT LEFT 3.0 0.0 STREET NAME: I-580 WB Off THRU --> 0.0 (NO. OF LANES) 0.0<---0 THRU 0.0 3.0 RIGHT 0.0 1.0 2.0 -439 LEFT SPLIT PHASE? 0 1362 313 LEFT THRU RIGHT

	STREET NA	WE: Hacie	enda Dr.		SPL	T PHASE?	N	,
			3 PHASE	SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTE VOLUME		CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	313 1362	0 1362	*\$	1720 5160	0.0000 0.2640	0.2640	
SB	RIGHT (R) THRU (T)	149 882	0 882	*\$	1720 5160	0.0000 0.1709		
WB	RIGHT (R) LEFT (L)	192 439	0 439	*\$	3127 3127	0.0000 0.1404	0.1404	
		UME-TO-CAPA					0.40 A	

INTERSECTION 2387 Hacienda Dr. and I-COUNT DATE/TIME: CONDITION : AM Year 2000 No Project Hacienda Dr. and I-580 EB Off PLEASANTON PEAK HOUR: FILE 29133-00

NORTH 1.0 3.0 0.0 0 RIGHT STREET NAME: I-580 EB Off 0.0<-THRU (NO. OF LANES) THRU -> 0.0 LEFT SPLIT PHASE? RIGHT 2.0 0.0 3.0 147 RIGHT 0 774 LEFT THRU

	STREET NA	ME: Hacie	enda Dr.	SPL.	IT PHASE?	N	
			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	147 774	0 *\$ 774	1720 5160	0.0000 0.1500		
SB	RIGHT (R)	130	0 *\$	1720 5160	0.0000	0.2756	

3127 3127

0.0000

0.0585

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0.33

500 183

RIGHT (R) LEFT (L)

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

0.0528 0.33

0.0000

LEFT

Hacienda Dr. and I-580 EB Off PLEASANTON PEAK HOUR: INTERSECTION 2387 COUNT DATE/TIME: CONDITION: AM Year 2000 With Project FILE 29133-00 RIGHT THRU LEFT NORTH 1.0 3.0 0.0 0 RIGHT 0 ---> 0.0 (NO. OF LANES) 0.0<-

RIG	HT 548	2.0 0.0 <	3.0 1.0 798 147 THRU RIGH	v	0 LEFT	SPLIT PHASE? N
	STREET NA	ME: Hacie	nda Dr.	SPL	IT PHASE?	1
			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	147 798	0 *\$ 798	1720 5160	0.0000 0.1547	
SB	RIGHT (R) THRU (T)	189 1419	0 *\$ 1419	1720 5160	0.0000 0.2750	0.2750

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

RIGHT (R) LEFT (L)

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

3127

165

ION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON PEAK HOUR: FILE 29133-00 PM Year 2000 No Project THRU 942 NORTH 1.0 3.0 0.0 0.0 0 RIGHT LEFT 700 -2.0 STREET NAME: I-580 EB Off THRU (NO. OF LANES) 0.0<---0 0.0 SPLIT PHASE? LEFT 0.0 1.0 0 1014 1031 LEFT THRU RIG

	STREET NA	ME: Hacie	enda Dr.	SPL	IT PHASE?	N	
			3 PHASE SI	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	1031 1014	331 *\$ 1014	1720 5160	0.1924 0.1965	0.1965	
SB	RIGHT (R) THRU (T)	379 942	0 *\$ 942	1720 5160	0.0000		
EB	RIGHT (R) LEFT (L)	596 700	700 *\$	3127 3127	0.0000	0.2239	
		· · · · · · · · · · · · · · · · · · ·	ACTION DAMES			0.42	

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

3.0 0.0

0 1096 1027

(NO. OF LANES)

1.0

0.0

2.0

0 ---> 0.0

Hacienda Dr. and I-580 EB Off PLEASANTON PEAK HOUR: TIME: PM Year 2000 With Project FILE 29133-0 THRU LEFT NORTH 0.0 ---0 RIGHT STREET NAME: I-580 EB Of 0 0<---0 THRU 0.0 LEFT SPLIT PHASE?

10/9/92

0.40

	LEF I	INKO KIGH	.1			
STREET NA	ME: Hacie	nda Dr.	SPL	IT PHASE?	N	
		3 PHASE SIG	NAL			
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
RIGHT (R) THRU (T)	1027 1096	327 *\$ 1096	1720 5160	0.1901 0.2124	0.2124	
RIGHT (R) THRU (T)	456 903	0 *\$ 903	1720 5160	0.0000 0.1750		
RIGHT (R) LEFT (L)	639 595	. 0 *\$ 595	3127 3127	0.0000 0.1903	0.1903	
	MOVEMENT RIGHT (R) THRU (T) RIGHT (R) THRU (T) RIGHT (R)	STREET NAME: Hacie  ORIGINAL VOLUME  RIGHT (R) 1027 THRU (T) 1096  RIGHT (R) 456 THRU (T) 903	STREET NAME: Hacienda Dr.  3 PHASE SIG  **POVEMENT VOLUME VOLUME**  RIGHT (R) 1027 327 *5  THRU (T) 1096 1096  RIGHT (R) 456 0 *5  THRU (T) 903 903	STREET NAME: Hacienda Dr. SPL  3 PHASE SIGNAL  **PROVEMENT** VOLUME** VOLUME** CAPACITY  RIGHT (R) 1027 327 *\$ 1720 THRU (T) 1096 1096 5160  RIGHT (R) 456 0 *\$ 1720 THRU (T) 903 903 5160	STREET NAME:   Hacienda Dr.   SPLIT PHASE?	STREET NAME: Hacienda Dr. SPLIT PHASE? N  3 PHASE SIGNAL  **PASE SIGNAL**  **OVEMENT VOLUME VOLUME** CAPACITY RATIO V/C  RIGHT (R) 1027 327 *\$ 1720 0.1901  THRU (T) 1096 1096 5160 0.2124 0.2124  RIGHT (R) 456 0 *\$ 1720 0.0000  THRU (T) 903 903 5160 0.1750

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0.0000 0.17 A

INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY COUNT DATE/TIME: CONDITION : PM Year 2000 No Project PEAK HOUR: FILE 29133-00

RIGHT THRU LEFT 0 362 0

LEFT 0 - 0.0 (NO. OF LANES) 0.0 - 0 THRU S. BOILINGER RIGHT 0 - 0.0 0.0 2.0 2.0 2.0 0 LEFT SPLIT PHASE?

0 561 0 LEFT THRU RIGHT

	STREET N	NAME: Dough	nerty Rd.	SPLI	T PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	0 561	0 561	3000 3300	0.0000	0.1700
SB	THRU (T) LEFT (L)	362 0	362 0	3300 1650	0.1097	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY PEAK HOUR: AM Year 2000 No Project FILE 29133-00 NORTH <--- v --- 1.0 0.0 STREET NAME: S. Bollinger THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU 0.0 0.0 2.0 2.0 0 LEFT SPLIT PHASE? RIGHT 2.0 -0 302 0 LEFT THRU RIGHT

	Olimbi id	EE. Dodg.	icicy na.	O L 11.	II FILMDU.	14
			8 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	0 302	0 302	3000 3300	0.0000 0.0915	
SB	THRU (T) LEFT (L)	599 0	599 0	3300 1650	0.1815 0.0000	0.1815
WB	RIGHT (R) LEFT (L)	0	0	1650 3000	0.0000	0.0000
	TOTAL VOL		ACITY RATIO			0.18 A

SDITT DHASES N

\* ADJUSTED FOR RIGHT TURN ON RED

STREET NAME - Dougherty Rd

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

10/9/92

INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: AM Year 2000 With Project PEAK HOUR:
FILE 29133-00
RIGHT THRU LEFT

			RIGHT 0	THRU 1296	LEFT 39					^
	^				1		^			NORTH
LEFT	0	0.0	0.0	2.0	1.0	1.0		198	RIGHT	STREET NAME:
THRU	0>	0.0	(NO.	OF LA	NES)	0.0<		0	THRU	S. Bollinger
RIGHT	0	0.0	<	2,0	2.0	2.0	   	357	LEFT	SPLIT PHASE?
			LEFT	635 THRU	233 RIGHT					

STREET NAME: Dougherty Rd. SPLIT PHASE? N

			8 PHASE SIG	GNAL			
277940	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	****
NB	RIGHT (R) THRU (T)	233 635	37 * 635	3000 3300	0.0123 0.1924		
SB	THRU (T) LEFT (L)	1296 39	1296 39	3300 · 1650	0.3927 0.0236	0.3927	
WB	RIGHT (R) LEFT (L)	19 <b>8</b> 357	159 * 357	1650 3000	0.0964 0.1190	0.1190	
-		UME-TO-CAPA		0.51 A	D-ROVER		

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2000 With Project FILE 29133-00 THRU LEFT 850 186 RIGHT NORTH 0.0 2.0 1.0 0.0 1.0 ---82 RIGHT STREET NAME: S. Bollinger (NO. OF LANES) 0.0<---0 THRU THRU 0.0 ---> 0.0 0.0 2.0 2.0 2.0 - 238 LEFT SPLIT PHASE? RIGHT 0.0 0 1266 393 LEFT THRU RIGHT

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N					
			8 PHASE SIG	SNAL							
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C										
NB	RIGHT (R) THRU (T)	393 1266	262 * 1266	3000 3300	0.0873 0.3836	0.3836					
SB	THRU (T) LEFT (L)	850 186	850 186	3300 1650	0.2576 0.1127	0.1127					
WB	RIGHT (R) LEFT (L)	82 238	. 0 *	1650 3000	0.0000 0.0793	0.0793					
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:	}		0.58 A					

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: IME: : AM Year 2000 No Project FILE 29133-00 RIGHT THRU LEFT NORTH 1.0 1.1 2.0 1.0 3 RIGHT LEFT 24 ---> 1.0 (NO. OF LANES) 1.0<--- 10 THRU THRU 1.0 2.1 1.1 1.0 — 939 LEFT SPLIT PHASE? RIGHT 262 -- 1.0 43 55 123 LEFT THRU RIGHT

	STREET NA	ME: Tassa	ajara Rd.	SPLIT PHASE? N				
			8 PHASE SIG	GNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	123 55 43	123 55 43 178	1650 3300 1650 3300	0.0745 0.0167 0.0261 0.0539	0.0261		
SB	RIGHT (R) THRU (T) LEFT (L)	5 387 10	387 10	1650 3300 1650	0.0030 0.1173 0.0061	0.1173		
EB	RIGHT (R) THRU (T) LEFT (L)	262 24 4	219 * 24 4	1650 1650 1650	0.1327 0.0145 0.0024	0.1327		
WB	RIGHT (R) THRU (T) LEFT (L)	3 10 939	0 * 10 939	1650 1650 1650	0.0000 0.0061 0.5691	0.5691		

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

SPLIT PHASE? N

10/9/92

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Year 2000 With Project RIGHT THRU LEFT NORTH 1 1.0 < 1.1 2.0 1.0 1.0 -STREET NAME: Fallon Extn. --> 1.0 (NO. OF LANES) 1.0<---8 THRU 26 -THRU 1.0 2.1 1.1 1.0 -SPLIT PHASE? 932 LEFT RIGHT 256 --- 1.0 133 84 132 LEFT THRU RIGHT

	DITELL 14	14000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	132 84 33	132 84 33 216	1650 3300 1650 3300	0.0800 0.0255 0.0200 0.0655	0.0200
SB	RIGHT (R) THRU (T) LEFT (L)	401 9	401 9	1650 3300 1650	0.0006 0.1215 0.0055	0.1215
EB	RIGHT (R) THRU (T) LEFT (L)	256 26 11	223 * 26 11	1650 1650 1650	0.1352 0.0158 0.0067	0.1352
WB	RIGHT (R) THRU (T) LEFT (L)	5 8 932	0 * 8 932	1650 1650 1650	0.0000 0.0048 0.5648	0.5648
			ACITY RATIO OF SERVICE:			0.84 D

\* ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Tassadara Rd.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	COIR INIE	Oberten bar					
	ECTION 2514 DATE/TIME:	Tassajara R	d. and	Fallon E	xtn. EAK H	DUBLIN	
CONDITI	ON : PM	Year 2000 N	o Proje				FILE 29133-00
		RIGHT THRU	LEFT				^
	^			A			NORTH
LEFT	3 - 1.0	1.1 2.0	1.0	1.0 -	25	RIGHT	STREET NAME:
THRU	21> 1.0	(NO. OF LA	NES)	1.0<	35	THRU	Fallon Extn.
RIGHT	82 — 1.0 V	1.0 2.1	1.1	1.0 —	304	LEFT	SPLIT PHASE?
		227 355 LEFT THRU	887 RIGHT				
S	TREET NAME:	Tassajara R	d.	SPI	LIT PH	ASE? N	

200000			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	887 355 227	887 355 227 1242	1650 3300 1650 3300	0.5376 0.1076 0.1376 0.3764	0.5376
SB	RIGHT (R) THRU (T) LEFT (L)	154 7	154 7	1650 3300 1650	0.0018 0.0467 0.0042	0.0042
EB	RIGHT (R) THRU (T) LEFT (L)	82 21 3	0 * 21 3	1650 1650 1650	0.0000 0.0127 0.0018	0.0127
WB	RIGHT (R) THRU (T) LEFT (L)	25 35 304	18 * 35 304	1650 1650 1650	0.0109 0.0212 0.1842	0.1842
			ACITY RATIO: OF SERVICE:			0.74 C

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/9/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN COUNT DATE/TIME: PM Year 2000 With Project PEAK HOUR: FILE 29133-0 NORTH 25 RIGHT STREET NAME: 22 ---> 1.0 (NO. OF LANES) 38 THRU THRU SPLIT PHASE? 305 LEFT

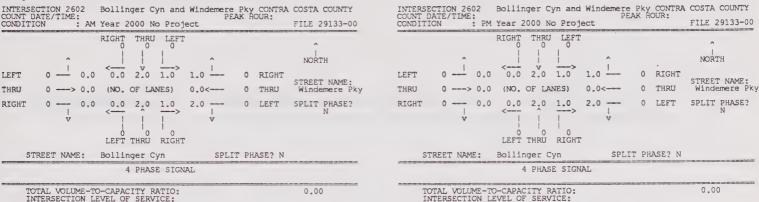
	STREET NA	ME: Tassa	ajara Rd.	SPLIT PHASE? N				
-			8 PHASE SI	GNAL				
232	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	880 368 233	880 368 233 1248	1650 3300 1650 3300	0.5333 0.1115 0.1412 0.3782	0.5333		
SB	RIGHT (R) THRU (T) LEFT (L)	6 154 11	6 154 11	1650 3300 1650	0.0036 0.0467 0.0067	0.0067		
EB	RIGHT (R) THRU (T) LEFT (L)	79 22 2	0 * 22 2	1650 1650 1650	0.0000 0.0133 0.0012	0.0133		
WB	RIGHT (R) THRU (T) LEFT (L)	25 38 305	14 * 38 305	1650 1650 1650	0.0085 0.0230 0.1848	0.1848		
-33	TOTAL VOI	UME-TO-CAP	ACITY RATIO			0.74 C		

\* ADJUSTED FOR RIGHT TURN ON RED

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

\* ADJUSTED FOR RIGHT TURN ON RED

10/9/92



TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0.00

\* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	CTION 2602 ATE/TIME:	2 Bolli	nger Cyn	and Winde	mere Pky PEAK H		COSTA COUNTY
CONDITIO	ON :	AM Year	2000 Wit	h Project	FLAN II		FILE 29133-00
LEFT	0 0	RIGHT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.0 1	LEFT 4> 1.0 S) 0.0<		RIGHT THRU	NORTH  STREET NAME: Windemere Pky
RIGHT	0 (		0 1	01 UIGHT	516	LEFT	SPLIT PHASE?
ST	REET NAME:	: Bolli	nger Cyn		SPLIT PH	ASE? N	

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*			CRITICAL V/C
NB	RIGHT (R) THRU (T)	101	0 *	1650 3300	0.0000	0.0000
SB	THRU (T) LEFT (L)	0	0 4	3300 · 1650	0.0000 0.0024	0.0024
WB	RIGHT (R) LEFT (L)	12 516	8 * 516	1650 3000	0.0048 0.1720	0.1720
	TOTAL VOL	0.17 A				

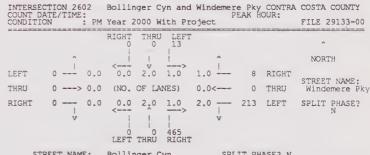
\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

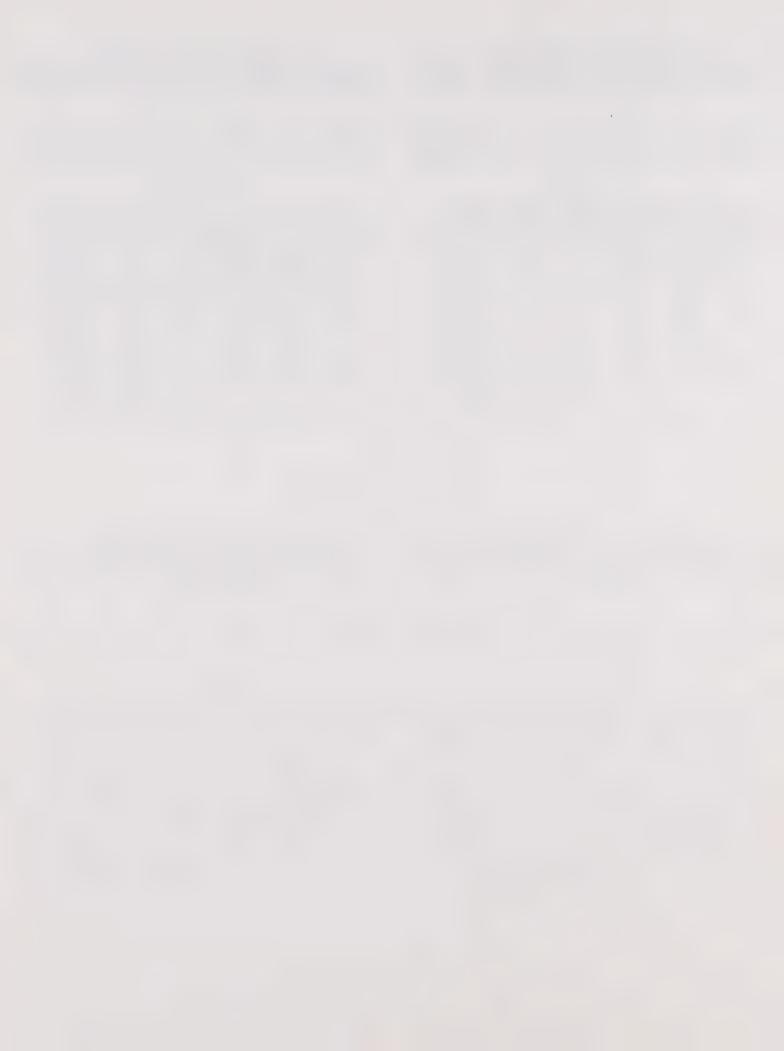
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992

10/9/92

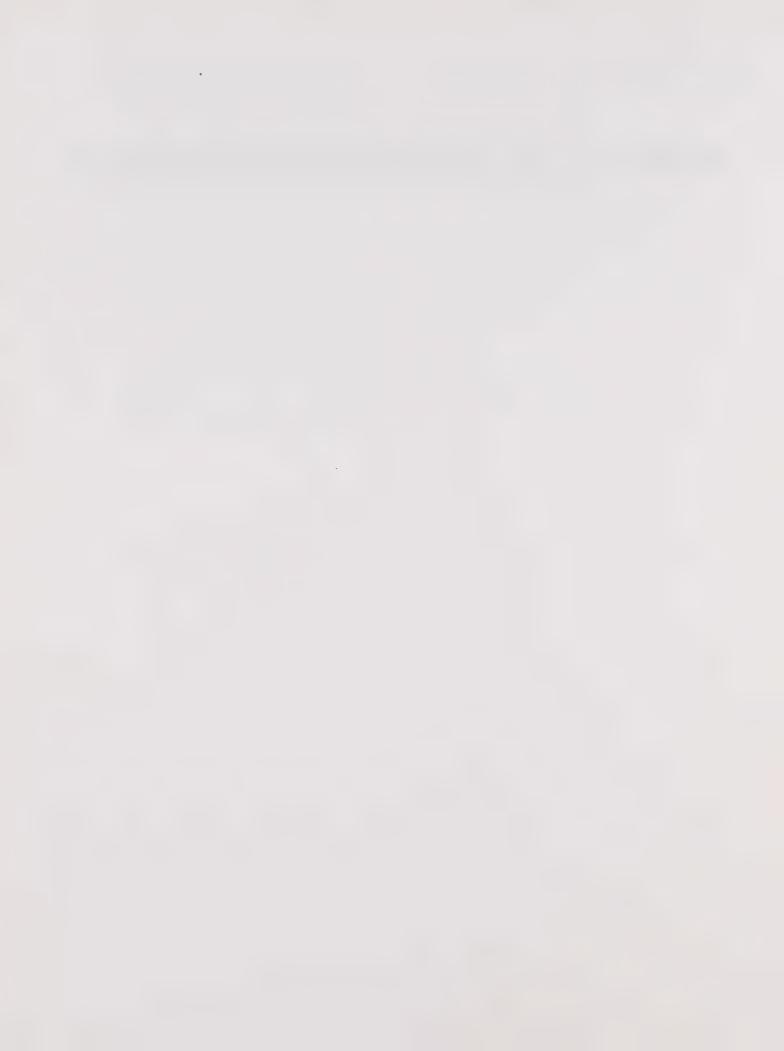


	SIREEI NA	WE: DOIL	inger cyn	317	II PHASE!	IN	
			4 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	465 0	348 * 0	1650 3300	0.2109	0.2109	
SB	THRU (T) LEFT (L)	0 13	0 13	3300 1650	0.0000	0.0079	
WB	RIGHT (R) LEFT (L)	213	213	1650 3000	0.0000	0.0710	
===		LUME-TO-CAPA		0.29			

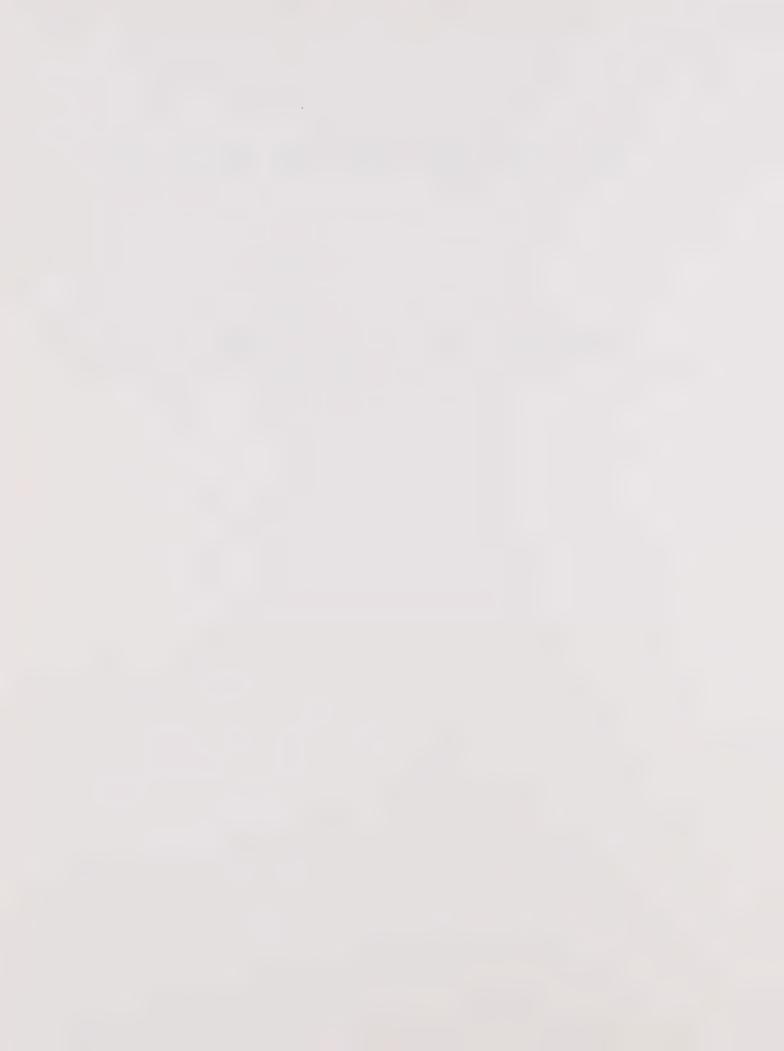
\* ADJUSTED FOR RIGHT TURN ON RED



## Appendix D-7. Year 2010 Level of Service Calculations







CONDITION :	Year 2010 No F	roject	AM	1	PM		
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS	
505 506 514 515 518 521 522 551 564 942 943 945 947 949 951 953 955 957 958 1315 1369 1385 1416 2201 2253 2264 2265 2280 2285 2290 2291 2307 2308 2309 2307 2308 2309 2307 2308 2309 2322 2383 2384 2385 2386 2387 2507 2514 2522	Camino Tass. Camino Tass. Alcosta Blvd. Camino Ramon San Ramon Vly Camino Ramon Alcosta Blvd. Dougherty Rd. Blackhawk Rd. I-680 NB Off	Bollinger Cyn Bollinger Cyn Bollinger Cyn Camino Tass. Diablo Rd. Diablo Rd. Sycamore Vlly Sycamore Vlly Crow Canyon Crow Canyon Bollinger Cyn Bollinger Cyn Alcosta Blvd. Alcosta Blvd. I-680 SB Off Crow Canyon Comino Tass. Dublin Extn. I-680 NB Off Old Ranch Rd. Old Ranch Rd. Amador Valley I-680 SB Off S.P. R.O.W. Dublin Extn. Dublin Blvd.	0.88 0.96 0.76 0.84 0.59 0.87 0.90 0.55 1.16 0.71 0.44 0.77 0.39 0.42 0.55 0.54 0.55 0.53 0.87 0.89 0.93	DECDADDAFCACADCFAAAAAADDDEAACAAEBDACBBEFFBBAFC	1.08 0.88 0.83 0.78 0.95 0.40 0.95 0.40 0.57 0.40 0.50 0.44 0.50 0.66 0.44 0.50 0.66 0.71 0.68	FDDCDFEAEBADAAAAAABDFCFFAABBABDEAADFDEFBDAFB	

CONDITION :	Year 2010 With	Project	AM		PM		
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS	
505 506 514 515 518 521 522 551 564 942 943 945 947 949 951 953 955 957 958 1315 1361 1369 1385 1416 2201 2253 2264 2265 2280 2285 2290 2291 2301 2307 2308 2309 2322 2323 2383 2384 2385 2386 2387 2507 2514 2522 2601 2602 2602 2602	Camino Tass. Camino Tass. Alcosta Blvd. Camino Ramon San Ramon Vly Camino Ramon Alcosta Blvd. Dougherty Rd. Blackhawk Rd. I-680 NB Off I-680 SB Off I-680 NB Off I-680 SB Off I-680 NB Off I-680 SB On San Ramon Vly Crow Cyn. Pl. Dougherty Rd. Sunset Dr. Highland Rd. Airway Blvd. Village Pkwy. Alcosta Blvd. Dougherty Rd. Dougherty Rd. Dougherty Rd. S.P. R.O.W. San Ramon Rd. Dougherty Rd. Hopyard Rd. Tassajara Rd. Santa Rita Rd Fallon Rd. Tassajara Rd. Santa Rita Rd Fallon Rd. Tassajara Rd. Camino Tass. Bollinger Cyn Bollinger Cyn Bollinger Cyn E. Branch Rd.	Bollinger Cyn Bollinger Cyn Bollinger Cyn Camino Tass. Diablo Rd. Diablo Rd. Diablo Rd. Sycamore Vlly Sycamore Vlly Crow Canyon Crow Canyon Bollinger Cyn Bollinger Cyn Alcosta Blvd. Alcosta Blvd. Alcosta Blvd. I-680 SB Off Crow Canyon Comino Tass. Dublin Extn. I-680 NB Off Old Ranch Rd. Dublin Extn. Dublin Extn. Dublin Blvd. Dublin Blvd. I-580 WB Off I-580 EB Off I-580 EB Off I-580 EB Off S. Bollinger Fallon Extn. Windemere Pky E. Branch Rd.	0.74 0.97 0.84 0.89 0.66 0.94 1.08 0.89 1.31 0.62 0.43 0.84 0.56 0.59 0.65 0.71 0.89 0.92 0.47 0.91 0.92 0.62 0.65 0.65 0.65 0.62 0.65	CEDDBEFDFBADADCFAABAACDCEEACEAAFDEBCBCEFFBBCFDAAA	1.06 0.91 0.89 0.86 1.17 0.86 1.19 0.88 0.59 0.88 0.46 0.47 0.62 0.84 0.49 0.52 0.64 1.10 1.25 0.63 0.63 0.63 0.65 1.10 0.65 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63	FEEDDFFDFBADAABDAAABFFAFFABDBEEDFBBEFE <b>EFCDCECAAA</b>	

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE COUNT DATE/TIME: PEAK HOUR: FII CONDITION : AM Year 2010 No Project FII FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 0.0 0.0 0.0 0.0 0 RIGHT LEFT 253 ---> 1.1 (NO. OF LANES) 1.0<--- 765 THRU 0 1.0 -RIGHT 187 -- 1.1 1.0 0.0 1.0 - 126 LEFT SPLIT PHASE? 745 0 241 LEFT THRU RIGHT

	DITUDDI 14	ams cara	io labb.	01111111111111				
			3 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	241 745	115 * 745	1720 1720	0.0669 0.4331	0.4331		
EB	RIGHT (R) THRU (T) T + R	187 253	187 253 440	1720 1720 1720	0.1087 0.1471 0.2558			
WB	THRU (T) LEFT (L)	765 126	765 126	1720 1720	0.4448	0.4448		
-2403	TOTAL VOI	LUME-TO-CAP.	ACITY RATIO			0.88 D		

SDITT DHASES N

STREET NAME: Camino Tass.

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A INTERSECTION DESCRIPTION OF THE STATE OF T INTERSECTION 505 Camino Tass. and Diable COUNT DATE/TIME: CONDITION : AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT NORTH 0 -- 0.0 0.0 0.0 0.0 0.0 -- 0 RIGHT LEFT STREET NAME: THRU 255 ---> 1.1 (NO. OF LANES) 1.0<--- 662 THRU RIGHT 214 --- 1.1 1.0 0.0 1.0 1.0 --- 151 LEFT 612 0 238 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

	SIREEI NA	we: camur	o lass.	SPL.	II PRASE:	N						
	3 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) LEFT (L)	238 612	87 * 612	1720 1720	0.0506 0.3558	0.3558						
EB	RIGHT (R) THRU (T) T + R	214 255	214 255 469	1720 1720 1720	0.1244 0.1483 0.2727							
WB	THRU (T) LEFT (L)	662 151	662 151	1720 1720	0.3849 0.0878	0.3849						
		UME-TO-CAP!	ACITY RATIO			0.74 C						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

				Camino	Tass	. and	Diablo		DANVII	LLE
CONDIT		1 LIME	PM	Year 2	2010 N	o Proj	ect	PLAN	nook.	FILE 29133-10
				RIGHT 0	THRU 0	LEFT				î
LEFT	0	<u> </u>	0.0	<	0.0	10.0>	0.0	- (	RIGHT	NORTH STREET NAME:
THRU	688	>	1.1	(NO.	OF LA	NES)	1.0<	- 404	THRU	Diablo Rd.
RIGHT	700	l V	1.1	302	0.0 THRU	1.0   	V	- 159	LEFT	SPLIT PHASE? N
S	TREE'	r nam	E:	Camino	Tass		S	PLIT E	PHASE? N	
	3 PHASE SIGNAL									
MOV	EMEN		ORIG	INAL	ADJUS		CAPACIT	Y F	V/C RATIO	CRITICAL V/C

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	85 302	0 * 302	1720 1720	0.0000 0.1756	0.1756				
EB	RIGHT (R) THRU (T) T + R	700 688	700 688 1388	1720 1720 1720	0.4070 0.4000 0.8070	0.8070				
WB	THRU (T) LEFT (L)	404 159	404 159	1720 1720	0.2349	0.0924				
TOTAL VOLUME-TO-CAPACITY RATIO: 1.08 INTERSECTION LEVEL OF SERVICE: F										

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 505 Camino Tass. and Diablo Rd. DANVILLE ME: PEAK HOUR: COUNT DATE/TIME: CONDITION: PM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT NORTH 0 --- 0.0 0.0 0.0 0.0 0.0 --- 0 RIGHT LEFT STREET NAME: THRU 633 ---> 1.1 (NO. OF LANES) 1.0<--- 416 THRU RIGHT 740 -- 1.1 1.0 0.0 1.0 1.0 -- 151 LEFT SPLIT PHASE? 302 0 85 LEFT THRU RIGHT

	STREET N	AME: Camir	no Tass.	SPL	IT PHASE?	N
			3 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	85 302	302	1720 1720	0.0000 0.1756	0.1756
EB	RIGHT (R) THRU (T) T + R	740 633	740 633 1373	1720 1720 1720	0.4302 0.3680 0.7983	0.7983
WB	THRU (T) LEFT (L)	416 151	416 151	1720 1720	0.2419 0.0878	0.0878
3.90		LUME-TO-CAPA TION LEVEL (		0		1.06 F

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

LEFT THRU RIGHT

	STREET NA	ME: Camir	no Tass.	SPLI	T PHASE?	N	_
			5 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	_
SB	RIGHT (R) LEFT (L)	72 224	32 * 224	1650 1650	0.0194 0.1358	0.1358	
EB	THRU (T) LEFT (L)	278 40	278 40	3300 1650	0.0842 0.0242	0.0242	_
WB	RIGHT (R) THRU (T) LEFT (L) T + R	530 2106 0	530 2106 0 2636	1650 3300 1650 3300	0.3212 0.6382 0.0000 0.7988	0.7988	143
	TOTAL VO	0.96 E					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

10/9/92

COUNT DATE/TIME:	Camino Tass. and Sycamore PE Year 2010 With Project	VIIY DANVILLE EAK HOUR: FILE 29133-10
LEFT 30 1.0 THRU 381> 2.0 RIGHT 0 0.0		SIRELI NAME:

	STREET NA	ME: Camir	no Tass.	SPL	T PHASE?	N					
-	5 PHASE SIGNAL										
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
SB	RIGHT (R) LEFT (L)	79 273	49 * 273	1650 1650	0.0297 0.1655	0.1655					
EB	THRU (T) LEFT (L)	381 30	381 30	3300 1650	0.1155 0.0182	0.0182					
WB	RIGHT (R) THRU (T) LEFT (L) T + R	406 2173 0	406 2173 0 2579	1650 3300 1650 3300	0.2461 0.6585 0.0000 0.7815	0.7815					
	morrat tan	TIME_TYN_CAD	ACITY RATIO	•		0.97					

INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS - THILL DANGETTE

INTERS				Camino	Tass.	. and	Syca	more	EAK H	DANVIL		
COUNT		TIME	PM	Year 2	010 No	o Proje	ct	£ 1	Land III		FILE 2	9133-10
LEFT THRU RIGHT	78 1818	>	1.0	RIGHT 98	THRU 0 0.0 OF LA	LEFT 549    - 	1.1 2.1< 1.0		157 710 0	RIGHT THRU LEFT	Sycar	NAME: nore VI PHASE?
		•		0 LEFT	i O THRU	0 RIGHT						

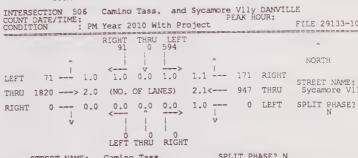
	STREET NA	ME: Cami	no Tass.	SPLI	T PHASE?	N	
			5 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	98 549	20 * 549	1650 1650	0.0121 0.3327	0.3327	
EB	THRU (T) LEFT (L)	1818 78	1818 78	3300 1650	0.5509 0.0473	0.5509	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	157 710 0	157 710 0 867	1650 3300 1650 3300	0.0952 0.2152 0.0000 0.2627	0.0000	
-	TOTAL VOI		ACITY RATIO	•		0.88 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

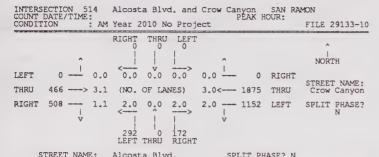
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92



	STREET NA	AME: Camir	no Tass.	SPL1	T PHASE?	N
****			5 PHASE SIG	NAL		
20.00.00	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
58	RIGHT (R) LEFT (L)	91 594	20 * 594	1650 1650	0.0121 0.3600	0.3600
EB	THRU (T) LEFT (L)	1820 71	1820 71	3300 1650	0.5515 0.0430	0.5515
WB	RIGHT (R) THRU (T) LEFT (L) T + R	171 947 0	171 947 0 1118	1650 3300 1650 3300	0.1036 0.2870 0.0000 0.3388	0.0000
	TOTAL VO	LUME-TO-CAP. TION LEVEL	ACITY RATIO: OF SERVICE:	•		0.91 E

\* ADJUSTED FOR RIGHT TURN ON RED



	DITUDDI TO	au. reco.	Jea Diva.	DEDIT LIMDE: M				
	3 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	172 292	0 * 292	3127 3127	0.0000 0.0934	0.0934		
EB	RIGHT (R) THRU (T) T + R	508 4 <b>66</b>	508 466 974	1720 5160 5160	0.2953 0.0903 0.1888	0.2953		
WB	THRU (T) LEFT (L)	1875 1152	1875 1152	5160 3127	0.3634 0.3684	0.3684		
	TOTAL VOI	0.76 C						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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. CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

STREET	NAME:	Alcosta	Blvd.	SPLIT	PHASE?	N

	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	166 329	329 *	3127 3127	0.0000 0.1052	0.1052			
EB	RIGHT (R) THRU (T) T + R	562 501	562 501 1063	1720 5160 5160	0.3267 0.0971 0.2060	0.3267			
WB	THRU (T) LEFT (L)	2329 1261	2329 1261	5160 3127	0.4514 0.4033	0.4033			
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84 INTERSECTION LEVEL OF SERVICE: D									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NA	ME: Alco:	sta Blvd.	SPL	T PHASE?	N		
===			3 PHASE SIG	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	1118 376	895 * 376	3127 3127	0.2862 0.1202	0.2862		
EB	RIGHT (R) THRU (T) T + R	345 1795	345 1795 2140	1720 5160 5160	0.2006 0.3479 0.4147	0.4147		
WB	THRU (T) LEFT (L)	839 405	839 405	5160 3127	0.1626 0.1295	0.1295		
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.83							

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd, and Crow Canyon SAN RAMON COUNT DATE/TIME:
CONDITION: PM Year 2010 With Project FILE FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 <--- v ---> 0.0 0 RIGHT STREET NAME: Crow Canyon THRU 2147 ---> 3.1 (NO. OF LANES) 3.0<--- 870 THRU <--- 2.0 0.0 2.0 2.0 ---> - 1.1 402 LEFT SPLIT PHASE? 372 0 1123 LEFT THRU RIGHT

	STREET NA	ME: Alcos	sta Blvd.	SPL	IT PHASE?	N			
	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	1123 372	902 * 372	3127 3127	0.2885 0.1190	0.2885			
EB	RIGHT (R) THRU (T) T + R	385 2147	385 2147 2532	1720 5160 5160	0.2238 0.4161 0.4907	0.4907			
WB	THRU (T) LEFT (L)	870 402	870 402	5160 3127	0.1686 0.1286	0.1286			
		UME-TO-CAPA	ACITY RATIO			0.91			

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON GOUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2010 No Project FIL FILE 29133-10 NORTH 305 -- 1.0 1.1 2.1 2.0 1.0 -- 145 RIGHT STREET NAME: Crow Canyon THRU 952 ---> 3.1 (NO. OF LANES) 3.0<--- 1707 THRU RIGHT 1397  $\stackrel{}{\underset{|}{\overset{}{\smile}}}$  2.1  $\stackrel{2.0}{\underset{|}{\overset{}{\smile}}}$  2.1  $\stackrel{1.1}{\underset{|}{\overset{}{\smile}}}$  1.0  $\stackrel{}{\underset{|}{\smile}}$  459 LEFT SPLIT PHASE? 105 92 69 LEFT THRU RIGHT

	STREET NA	ME: Cami	no Ramon	SPLI	T PHASE?	Y		
			6 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	69 92 105	69 92 105 161	1650 3300 3000 3300	0.0418 0.0279 0.0350 0.0488	0.0488		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	46 170 75	46 170 75 216	1650 3300 3000 3300	0.0279 0.0515 0.0250 0.0655	0.0655		
EB	RIGHT (R) THRU (T) LEFT (L) T + R	1397 952 305	1339 * 952 305 2291	3000 4950 1650 6300	0.4463 0.1923 0.1848 0.3637	0.4463		
WB	RIGHT (R) THRU (T) LEFT (L)	145 1707 459	104 * 1707 459	1650 4950 1650	0.0630 0.3448 0.2782	0.2782		
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.84 INTERSECTION LEVEL OF SERVICE: D							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: Camino Ramon SPLIT PHASE? Y

10/9/92

COUNT DATE/TIME:	Camino Ramon and Year 2010 With Pro	PĒAK HOUR:	AMON FILE 29133-10
^	RIGHT THRU LEFT 51 180 85	^	NORTH
	1.1 2.1 2.0 (NO. OF LANES)		STREET NAME: Crow Canyon
RIGHT 1397 — 2.1	2.0 2.1 1.1	1.0 — 533 LEFT	SPLIT PHASE? N

	6 PHASE SIGNAL								
Total Control	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + R	76 110 116	76 110 116 186	1650 3300 3000 3300	0.0461 0.0333 0.0387 0.0564	0.0564			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	51 180 85	51 180 85 231	1650 3300 3000 3300	0.0309 0.0545 0.0283 0.0700	0.0700			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	1397 1031 344	1333 * 1031 344 2364	3000 4950 1650 6300	0.4443 0.2083 0.2085 0.3752	0.4443			
WB	RIGHT (R) THRU (T) LEFT (L)	187 2083 533	140 * 2083 533	1650 4950 1650	0.0848 0.4208 0.3230	0.3230			
200	TOTAL VOLUME-TO-CAPACITY RATIO: 0.89 INTERSECTION LEVEL OF SERVICE: D								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERS				Camino	Ramo	n and	Crow C	Canyon	SAN HOUR:	RAMON	
COUNT				Year 2	2010 N	o Proje	ect	PEAN	nook.	FILE	29133-10
		^		RIGHT 215	THRU 142	321	^			NOR	
		>				2.0 NES)		- 223 - 1001		STREE	T NAME:
RIGHT	168		2.1	2.0 <	2,1   	1.1   	1.0 - v	186	5 LEFT	r SPLIT	PHASE? N

	STREET NAME: Camino Ramon			SPL	IT PHASE?	Υ
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	427 255 666	427 255 666 682	1650 3300 3000 3300	0.2588 0.0773 0.2220 0.2067	0.2588
SB	RIGHT (R) THRU (T) LEFT (L) T + R	215 142 321	215 142 321 357	1650 3300 3000 3300	0.1303 0.0430 0.1070 0.1082	0.1303
EB	RIGHT (R) THRU (T) LEFT (L) T + R	168 1400 111	0 * 1400 111 1400	3000 4950 1650 6300	0.0000 0.2828 0.0673 0.2222	0.2828
WB	RIGHT (R) THRU (T) LEFT (L)	223 1001 186	46 * 1001 186	1650 4950 1650	0.0279 0.2022 0.1127	0.1127
,		LUME-TO-CAP.	ACITY RATIO: OF SERVICE:			0.78 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 515	Camino Ramon and	Crow Canyon SAN RA	MON
	Year 2010 With Pro		FILE 29133-1
	RIGHT THRU LEFT 216 174 366		^
^		^	NORTH
LEFT 129 1.0	1.1 2.1 2.0	1.0 240 RIGHT	STREET NAME:
THRU 1719> 3.1	(NO. OF LANES)	3.0< 996 THRU	Crow Canyon
RIGHT 168 2.1	2.0 2.1 1.1 <>	1.0 - 224 LEFT	SPLIT PHASE?
V		٧	
	628 262 459 LEFT THRU RIGHT		
STREET NAME:	Camino Ramon	SPLIT PHASE? Y	

-	STREET NA	ME: Camir	no Ramon	SPL:	IT PHASE?	Y
			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	459 262 628	459 262 628 721	1650 3300 3000 3300	0.2782 0.0794 0.2093 0.2185	0.2782
SB	RIGHT (R) THRU (T) LEFT (L) T + R	216 174 366	216 174 366 390	1650 3300 3000 3300	0.1309 0.0527 0.1220 0.1182	0.1309
EB	RIGHT (R) THRU (T) LEFT (L) T + R	168 1719 129	0 * 1719 129 1719	3000 4950 1650 6300	0.0000 0.3473 0.0782 0.2729	0.3473
WB	RIGHT (R) THRU (T) LEFT (L)	240 996 224	39 * 996 224	1650 4950 1650	0.0236 0.2012 0.1358	0.1358
	TOTAL VOI		ACITY RATIO			0.89 D

\* ADJUSTED FOR RIGHT TURN ON RED

C-- D---- 111

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2010 No Project FIL FILE 29133-10 NORTH 108 -- 2.0 1.1 3.1 2.0 1.0 -- 441 RIGHT STREET NAME: Crow Canyon THRU 802 ---> 4.1 (NO. OF LANES) 3.0<--- 1810 THRU RIGHT 132 -- 1.1 2.0 2.0 1.0 2.0 -- 567 LEFT SPLIT PHASE? 109 168 354 LEFT THRU RIGHT

_	STREET N	AME: San	Ramon VIy	SPLIT PHASE? N					
			6 PHASE SIG	SNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	354 168 109	42 * 168 109	1650 3300 3000	0.0255 0.0509 0.0363	0.0363			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	255 202 331	255 202 331 457	1650 4950 3000 4950	0.1545 0.0408 0.1103 0.0923	0.1545			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	132 802 108	132 802 108 934	1650 6600 3000 6600	0.0800 0.1215 0.0360 0.1415	0.0360			
WB	RIGHT (R) THRU (T) LEFT (L)	441 1810 567	259 * 1810 567	1650 4950 3000	0.1570 0.3657 0.1890	0.3657			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.59 INTERSECTION LEVEL OF SERVICE: A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2010 With Project FILE FILE 29133-10 RIGHT THRU LEFT 300 202 295 NORTH 108 -- 2.0 1.1 3.1 2.0 1.0 -- 441 RIGHT LEFT STREET NAME: Crow Canyon 832 ---> 4.1 (NO. OF LANES) 3.0<--- 1895 THRU THRU RIGHT 132 --- 1.1 2.0 2.0 1.0 2.0 --- 567 LEFT SPLIT PHASE? 169 168 419 LEFT THRU RIGHT

		_					
STREET	NAME:	San	Ramon	ATA	SPLIT	PHASE?	N

	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	419 168 169	107 * 168 169	1650 3300 3000	0.0648 0.0509 0.0563	0.0563				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	300 202 295	300 202 295 502	1650 4950 3000 4950	0.1818 0.0408 0.0983 0.1014	0.1818				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	132 832 108	132 832 108 964	1650 6600 3000 6600	0.0800 0.1261 0.0360 0.1461	0.0360				
WB	RIGHT (R) THRU (T) LEFT (L)	441 1895 567	279 * 1895 567	1650 4950 3000	0.1691 0.3828 0.1890	0.3828				
-	TOTAL VOL	0.66 B								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT				San Ra	amon V	ly and	CIOM	Car	IVOD	SAN RA HOUR:	AMON	
CONDI				Year 2	2010 N	o Proje	ect	-	LAK		FILE 2	29133-10
				RIGHT 160	THRU 288						1	
		^		i	i	1		^			NOR?	ГH
LEFT	355		2.0	1.1	3.1	2.0	1.0		384	RIGHT	STREET	r name:
THRU	1875	>	4.1	(NO.	OF LA	NES)	3.0<		1315	THRU	CIOW	
RIGHT	126		1.1	238	2,0 331 THRU	1.0   	2.0	 V	417	LEFT	SPLIT	PHASE? N

	STREET N	IAME: San	Ramon Vly	SPL	IT PHASE?	N
			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	655 331 238	426 * 331 238	1650 3300 3000	0.2582 0.1003 0.0793	0.2582
SB	RIGHT (R) THRU (T) LEFT (L) T + R	160 288 424	160 288 424 448	1650 4950 3000 4950	0.0970 0.0582 0.1413 0.0905	0.1413
EB	RIGHT (R) THRU (T) LEFT (L) T + R	126 1875 355	126 1875 355 2001	1650 6600 3000 6600	0.0764 0.2841 0.1183 0.3032	0.3032
WB	RIGHT (R) THRU (T) LEFT (L)	384 1315 417	151 * 1315 417	1650 4950 3000	0.0915 0.2657 0.1390	0.1390
2.20		LUME-TO-CAP.				0.84 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

## CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 518 COUNT DATE/TIME: CONDITION : PM	San Ramon Vly and Year 2010 With Pro	PĚAK HOUR:	AMON FILE 29133-10
	RIGHT THRU LEFT		
	187 288 424		^
A		^	NORTH
LEFT 370 2.0	1.1 3.1 2.0	1.0 384 RIGHT	
THRU 1913> 4.1	(NO. OF LANES)	3.0< 1330 THRU	STREET NAME: Crow Canyon
RIGHT 125 1.1	2.0 2.0 1.0	2.0 417 LEFT	SPLIT PHASE?
V		V	
	285 346 682 LEFT THRU RIGHT		
STREET NAME:	San Ramon Vlv	SPLIT PHASE? N	

	STREET N	AME: San	Ramon VIY	SPL.	IT PHASE?	N				
			6 PHASE SIG	GNAL			=			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	682 346 285	453 * 346 285	1650 3300 3000	0.2745 0.1048 0.0950	0.2745	_			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	187 288 424	187 288 424 475	1650 4950 3000 4950	0.1133 0.0582 0.1413 0.0960	0.1413	_			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	125 1913 370	125 1913 370 2038	1650 6600 3000 6600	0.0758 0.2898 0.1233 0.3088	0.3088	_			
WB	RIGHT (R) THRU (T) LEFT (L)	384 1330 417	151 * 1330 417	1650 4950 3000	0.0915 0.2687 0.1390	0.1390	_			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.86 INTERSECTION LEVEL OF SERVICE: D									

\* ADJUSTED FOR RIGHT TURN ON RED

143 73 69 LEFT THRU RIGHT

	STREET NAME: Camino Ramon SPLIT PHASE? Y								
			6 PHASE SIG	NAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	69 73 143	0 * 73 143	1650 1650 3000	0.0000 0.0442 0.0477	0.0477			
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	109 144 67	0 * 144 67 144 211 211	3000 3300 3000 4650 4650 6000	0.0000 0.0436 0.0223 0.0310 0.0454 0.0352	0.0454			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	768 601 1002	768 601 1002 1369	1650 4950 3000 4950	0.4655 0.1214 0.3340 0.2766	0.3340			
WB	RIGHT (R) THRU (T) LEFT (L) T + R	376 1828 517	376 1828 517 2204	1650 4950 1650 4950	0.2279 0.3693 0.3133 0.4453	0.4453			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

141 70 73 LEFT THRU RIGHT STREET NAME: Camino Ramon SPLIT PHASE? Y

20.00			6 PHASE SIG	NAL					
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	73 70 141	0 * 70 141	1650 1650 3000	0.0000 0.0424 0.0470	0.0470			
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	109 148 67	0 * 148 67 148 215 215	3000 3300 3000 4650 4650 6000	0.0000 0.0448 0.0223 0.0318 0.0462 0.0358	0.0462			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	745 600 944	745 600 944 1345	1650 4950 3000 4950	0.4515 0.1212 0.3147 0.2717	0.3147			
WB	RIGHT (R) THRU (T) LEFT (L) T + R	414 2238 537	414 2238 537 2652	1650 4950 1650 4950	0.2509 0.4521 0.3255 0.5358	0.5358			
2000	TOTAL VOLUME-TO-CAPACITY RATIO: 0.94 INTERSECTION LEVEL OF SERVICE:								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON COUNT DATE/TIME:

CONDITION : PM Year 2010 No Project FILE 29133-10 FI

	STREET NA	ME: Cami	no Ramon	SPL	T PHASE?	Y	
			6 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	580 301 656	356 * 301 656	1650 1650 3000	0.2158 0.1824 0.2187	0.2187	
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	911 131 578	848 * 131 578 979 709 1557	3000 3300 3000 4650 4650 6000	0.2827 0.0397 0.1927 0.2105 0.1525 0.2595	0.2827	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	315 1783 115	315 1783 115 2098	1650 4950 3000 4950	0.1909 0.3602 0.0383 0.4238	0.4238	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	118 1156 224	118 1156 224 1274	1650 4950 1650 4950	0.0715 0.2335 0.1358 0.2574	0.1358	
-	TOTAL VOI	LUME-TO-CAP TION LEVEL	ACITY RATIO OF SERVICE:	•		1.06 F	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

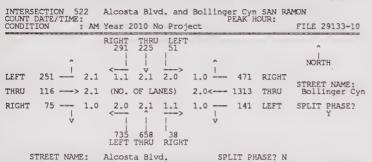
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

NTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
DUNT DATE/TIME:
DNDITION: PM Year 2010 With Project FILE 29133-1
RIGHT THRU LEFT
872 132 639

	STREET NA	ME: Camin	o Ramon	SPLIT PHASE? Y			
			6 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	675 287 659	426 * 287 659	1650 1650 3000	0.2582 0.1739 0.2197	0.2582	
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	872 132 639	809 * 132 639 941 771 1580	3000 3300 3000 4650 4650 6000	0.2697 0.0400 0.2130 0.2024 0.1658 0.2633	0.2697	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	294 2145 115	294 2145 115 2439	1650 4950 3000 4950	0.1782 0.4333 0.0383 0.4927	0.4927	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	118 1434 249	118 1434 249 1552	1650 4950 1650 4950	0.0715 0.2897 0.1509 0.3135	0.1509	
-	TOTAL VOI	LUME-TO-CAP	ACITY RATIO:			1.17 F	

\* ADJUSTED FOR RIGHT TURN ON RED



attendance.						
			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	38 658 735	38 658 735 696	1650 3300 3000 3300	0.0230 0.1994 0.2450 0.2109	0.2450
SB	RIGHT (R) THRU (T) LEFT (L) T + R	291 225 51	291 225 51 516	1650 3300 3000 3300	0.1764 0.0682 0.0170 0.1564	0.1764
EB	RIGHT (R) THRU (T) LEFT (L) T + L	75 116 251	0 * 116 251 367	1650 3300 3000 4650	0.0000 0.0352 0.0837 0.0789	0.0837
WB	RIGHT (R) THRU (T) LEFT (L)	471 1313 141	443 * 1313 141	1650 3300 1650	0.2685 0.3979 0.0855	0.3979
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.90 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
COUNT DATE/TIME:
CONDITION : AM Year 2010 With Project FILE 29133-10

RIGHT THRU LEFT
363 225 140

RIGHT 214 - 2.1 1.1 2.1 2.0 1.0 - 738 RIGHT
THRU 190 --> 2.1 (NO. OF LANES) 2.0<-- 1797 THRU Bollinger Cyn
RIGHT 75 -- 1.0 2.0 2.1 1.1 1.0 - 157 LEFT SPLIT PHASE?
Y

683 698 76
LEFT THRU RIGHT

SPLIT PHASE? N

	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	76 698 683	76 698 683 774	1650 3300 3000 3300	0.0461 0.2115 0.2277 0.2345	0.2277				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	363 225 140	363 225 140 588	1650 3300 3000 3300	0.2200 0.0682 0.0467 0.1782	0.2200				
EB	RIGHT (R) THRU (T) LEFT (L) T + L	75 190 214	0 * 190 214 404	1650 3300 3000 4650	0.0000 0.0576 0.0713 0.0869	0.0869				
WB	RIGHT (R) THRU (T) LEFT (L)	738 1797 157	661 * 1797 157	1650 3300 1650	0.4006 0.5445 0.0952	0.5445				
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.08 INTERSECTION LEVEL OF SERVICE: F									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Alcosta Blvd.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR:								
	Year 2010 No Proj		FILE 29133-10					
î	RIGHT THRU LEFT 512 828 446	^	NORTH					
LEFT 543 2.1	1.1 2.1 2.0	1.0 115	RIGHT STREET NAME:					
THRU 1136> 2.1	(NO. OF LANES)	2.0< 368	THRU Bollinger Cyn					
RIGHT 613 1.0	2.0 2.1 1.1 <	1.0 — 87 V	LEFT SPLIT PHASE?					
STREET NAME:	Alcosta Blvd.	SPLIT PH	ASE? N					

	D11.001 .4	ame reaco.	JCG D17G8	912						
6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	148 414 222	148 414 222 562	1650 3300 3000 3300	0.0897 0.1255 0.0740 0.1703	0.0740				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	512 828 446	512 828 446 1340	1650 3300 3000 3300	0.3103 0.2509 0.1487 0.4061	0.4061				
ЕВ	RIGHT (R) THRU (T) LEFT (L) T + L	613 1136 543	491 * 1136 543 1679	1650 3300 3000 4650	0.2976 0.3442 0.1810 0.3611	0.3611				
WB	RIGHT (R) THRU (T) LEFT (L)	115 368 87	0 * 368 87	1650 3300 1650	0.0000 0.1115 0.0527	0.1115				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.95									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92								
	INTERSECTION 522 Alcosta Blvd, and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR:								
CONDIT			2010 W	ith Pr				FILE 29133-10	
		RIGH		LEFT 687				^	
	^	3.	Ĭ	i i				NORTH	
LEFT	601	2.1 1.		2.0	1.0	266	RIGHT		
THRU	1712>				2.0<		THRU	STREET NAME: Bollinger Cyn	
11110	1,12	2.1 /140	. Of LA	1465)				bollinger Cy.	
RIGHT	557	1.0 2.	0 2,1	1.1	1.0	156	LEFT	SPLIT PHASE?	
	Δ				٧				
		18 LEF		190 RIGHT					

			6 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	190 414 187	190 414 187 604	1650 3300 3000 3300	0.1152 0.1255 0.0623 0.1830	0.0623		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	510 771 687	510 771 687 1281	1650 3300 3000 3300	0.3091 0.2336 0.2290 0.3882	0.3882		
EB	RIGHT (R) THRU (T) LEFT (L) T + L	557 1712 601	454 * 1712 601 2313	1650 3300 3000 4650	0.2752 0.5188 0.2003 0.4974	0.5188		
WB	RIGHT (R) THRU (T) LEFT (L)	266 739 156	739 156	1650 3300 1650	0.0000 0.2239 0.0945	0.2239		
N	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY : AM Year 2010 No Project FILE 29133-10

RIGHT THRU LEFT NORTH 1.0 1.0 2.0 2.0 LEFT 76 RIGHT STREET NAME: Bollinger Cyn THRU 18 ---> 2.0 (NO. OF LANES) 2.0<--- 511 THRU 2.0 -0 LEFT SPLIT PHASE? RIGHT 0 RIGHT

STREET	NAME:	Dougherty	Rd.	

SPLIT PHASE? N

	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	0 218 299	0 218 299	1650 3300 3000	0.0000 0.0661 0.0997	0.0997				
SB	RIGHT (R) THRU (T) LEFT (L)	489 727 77	459 * 727 77	1650 3300 3000	0.2782 0.2203 0.0257	0.2782				
EB	RIGHT (R) THRU (T) LEFT (L)	4 18 54	0 * 18 54	1650 3300 3000	0.0000 0.0055 0.0180	0.0180				
WB	RIGHT (R) THRU (T) LEFT (L)	76 511 0	34 * 511 0	1650 3300 3000	0.0206 0.1548 0.0000	0.1548				
-			A CTON DAGE			0.55				

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
ME: PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Year 2010 With Project FILE 29133-10

RIGHT THRU LEFT 319 1023 247 NORTH 1.0 2.0 2.0 1.0 --- 916 RIGHT STREET NAME: Bollinger Cyn 119 ---> 2.0 (NO. OF LANES) 2.0<--- 1092 THRU THRU 2.0 2.0 1.0 2.0 SPLIT PHASE? 113 --- 1.0 83 LEFT 283 367 20 LEFT THRU RIGHT

	LEFT	THRU	
 1731 CT .	2		n -

SPLIT PHASE? N

	6 FRASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	20 367 283	0 * 367 283	1650 3300 3000	0.0000 0.1112 0.0943	0.0943					
SB	RIGHT (R) THRU (T) LEFT (L)	319 1023 247	299 * 1023 247	1650 3300 3000	0.1812 0.3100 0.0823	0.3100					
EB	RIGHT (R) THRU (T) LEFT (L)	113 119 36	0 * 119 36	1650 3300 3000	0.0000 0.0361 0.0120	0.0120					
WB	RIGHT (R) THRU (T) LEFT (L)	916 1092 83	780 * 1092 83	1650 3300 3000	0.4727 0.3309 0.0277	0.4727					
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.89 INTERSECTION LEVEL OF SERVICE: D										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY PEAK HOUR: FILE 29133-10 PM Year 2010 No Project

RIGHT THRU LEFT 208 255 174 NORTH 1.0 2.0 2.0 1.0 57 RIGHT 2.0 31 THRU 444 ---> 2.0 (NO. OF LANES) 2.0<---THRU SPLIT PHASE? 2.0 2.0 0 LEFT RIGHT 209 -1.0 31 687 0 LEFT THRU RIGHT

STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	687 31	0 687 31	1650 3300 3000	0.0000 0.2082 0.0103	0.2082				
SB	RIGHT (R) THRU (T) LEFT (L)	208 255 174	3 * 255 174	1650 3300 3000	0.0018 0.0773 0.0580	0.0580				
EB	RIGHT (R) THRU (T) LEFT (L)	209 444 373	192 * 444 373	1650 3300 3000	0.1164 0.1345 0.1243	0.1345				
WB	RIGHT (R) THRU (T) LEFT (L)	57 31 0	0 * 31 0	1650 3300 3000	0.0000 0.0094 0.0000	0.0000				
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40 INTERSECTION LEVEL OF SERVICE: A										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY COUNT DATE/TIME:

CONDITION : PM Year 2010 With Project PEAK HOUR: FILE 29133-10 THRU LEFT 519 874 NORTH 1.0 2.0 2.0 1.0 --- 367 RIGHT 258 -STREET NAME: Bollinger Cy (NO. OF LANES) 2.0<--- 411 THRU 951 ---> 2.0 RIGHT 297 -1.0 2.0 2.0 2.0 -24 LEFT SPLIT PHASE?

176 910 105 LEFT THRU RIGHT

	STREET NAME: Dougherty Rd.			SPLIT PHASE? N					
				8 PHAS	E SI	GNAL			
	MOVEMENT		GINAL LUME	ADJUS VOLU		CAPACITY	V/C RATIO	CRITICAL V/C	1
NB	RIGHT (F THRU (T) LEFT (L)	ı İ	105 910 176	91 17	Ö	1650 3300 3000	0.055 0.275 0.058	0.2758	No titl All dip-gg
SB	RIGHT (F THRU (T) LEFT (L)		181 519 874	3 51 87		1650 - 3300 3000	0.023 0.157 0.291	3	
EB	RIGHT (F THRU (T) LEFT (L)		297 951 258	20 95 25	ĭ	1650 3300 3000	0.121 0.288 0.086	0.2882	
WB	RIGHT (F THRU (T) LEFT (L)		367 411 24	41 2		1650 3300 3000	0.000 0.124 0.008	5	
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86 INTERSECTION LEVEL OF SERVICE:									No.

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

-	STREET NAME: Blackhawk Rd.		SPL.	N		
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	215 215 369	0 * 215 369 215	3000 3300 1650 4650	0.0000 0.0652 0.2236 0.0462	0.2236
SB	RIGHT (R) THRU (T) LEFT (L)	480 832 90	327 * 832 90	1650 3300 1650	0.1982 0.2521 0.0545	0.2521
EB	RIGHT (R) THRU (T) LEFT (L) T + R	491 305 153	491 305 153 796	1650 4950 1650 4950	0.2976 0.0616 0.0927 0.1608	0.2976
WB	RIGHT (R) THRU (T) LEFT (L)	212 1224 1167	122 * 1224 1167	1650 3300 3000	0.0739 0.3709 0.3890	0.3890

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE COUNT DATE/TIME: PEAK HOUR: PEAK HOUR: FILE 29133-10

STREET	NAME:	Blackhawk	Rd.	SPLIT	PHASE?	N

MOVEMENT   ORIGINAL   ADJUSTED   V/C   RATIO   V/C		8 PHASE SIGNAL							
THRU (T) 611 611 3300 0.1852 LEFT (L) 569 569 1650 0.3448 T + R 611 4650 0.1314  SB RIGHT (R) 421 143 * 1650 0.2576 THRU (T) 850 850 3300 0.2576 0.2576 LEFT (L) 73 73 1650 0.0442  EB RIGHT (R) 548 548 1650 0.3321 0.3321 THRU (T) 275 275 4950 0.0556 LEFT (L) 278 1650 0.1685 T + R 823 4950 0.1663									
THRU (T) 850 850 3300 0.2576 0.2576 LEFT (L) 73 73 1650 0.0442 0.2576  EB RIGHT (R) 548 548 1650 0.3321 0.3321 THRU (T) 275 275 4950 0.0556 LEFT (L) 278 278 1650 0.1685 T+R 823 4950 0.1663	NB	THRU (T) LEFT (L)	611	611 569	3300 1650	0.1852 0.3448	0.3448		
THRU (T) 275 275 4950 0.0556 LEFT (L) 278 278 1650 0.1685 T + R 823 4950 0.1663	SB	THRU (T)		850	3300	0.2576	0.2576		
WB DICHT (D) 328 255 # 1650 0 1545	EB	THRU (T) LEFT (L)	275	275 278	4950 1650	0.0556 0.1685	0.3321		
THRU (T) 1016 1016 3300 0.3079 LEFT (L) 1126 1126 3000 0.3753 0.3753	WB						0.3753		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

STREET NAME: Blackhawk Rd.			khawk Rd.	SPL	IT PHASE?	N			
	8 PHASE SIGNAL								
ORIGINAL ADJUSTED V/C CRITIC MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	RIGHT (R) THRU (T) LEFT (L) T + R	972 772 501	716 * 772 501 1488	3000 3300 1650 4650	0.2387 0.2339 0.3036 0.3200	0.3200			
SB	RIGHT (R) THRU (T) LEFT (L)	192 450 223	0 * 450 223	1650 3300 1650	0.0000 0.1364 0.1352	0.1352			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	408 1286 396	408 1286 396 1694	1650 4950 1650 4950	0.2473 0.2598 0.2400 0.3422	0.3422			
WB	RIGHT (R) THRU (T) LEFT (L)	191 367 466	0 * 367 466	1650 3300 3000	0.0000 0.1112 0.1553	0.1553			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.95 INTERSECTION LEVEL OF SERVICE: E								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	STREET NAME: Blackhawk Rd.			SPLIT PHASE? N			
			8 PHASE SIG	SNAL			
ORIGINAL ADJUSTED MOVEMENT VOLUME VOLUME* CAPACITY F						CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	907 791 729	607 * 791 729 1398	3000 3300 1650 4650	0.2023 0.2397 0.4418 0.3006	0.4418	
SB	RIGHT (R) THRU (T) LEFT (L)	225 641 168	0 * 641 168	1650 3300 1650	0.0000 0.1942 0.1018	0.1942	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	667 1103 373	667 1103 373 1770	1650 4950 1650 4950	0.4042 0.2228 0.2261 0.3576	0.4042	
WB	RIGHT (R) THRU (T) LEFT (L)	129 351 546	0 * 351 546	1650 3300 3000	0.0000 0.1064 0.1820	0.1820	
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.2 INTERSECTION LEVEL OF SERVICE:						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/9/92

INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE COUNT DATE/TIME: PEAK HOUR: FILE CONDITION : AM Year 2010 No Project FILE

STREET NAME: I-680 NB Off

SPLIT PHASE? Y

	SIKEET IVA	T-001	JE 11.	LI LIEWE.	_			
5 PHASE SIGNAL								
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C								
₹B	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	84 54 418	84 54 418 138 472 556	1650 1650 3000 1650 3000 3000	0.0509 0.0327 0.1393 0.0836 0.1573 0.1853	0.1853		
5B	RIGHT (R) LEFT (L) T + R + L	35 58	35 58 93	1650 1650 1650	0.0212 0.0352 0.0564	0.0564		
В	THRU (T) LEFT (L)	175 67	175 67	3300 1650	0.0530 0.0406	0.0406		
ďΒ	RIGHT (R) THRU (T) T + R	77 1349	77 1349 1426	1650 3300 3300	0.0467 0.4088 0.4321	0.4321		
	TOTAL VOI	0.71 C						

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

LEFT THRU RIGH

STREET NAME: I-680 NB Off SPLIT PHASE? Y

	5 PHASE SIGNAL							
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C							
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	84 54 419	84 54 419 138 473 557	1650 1650 3000 1650 3000 3000	0.0509 0.0327 0.1397 0.0836 0.1577 0.1857	0.1857		
SB	RIGHT (R) LEFT (L) T + R + L	33 58	33 58 91	1650 1650 1650	0.0200 0.0352 0.0552	0.0552		
EB	THRU (T) LEFT (L)	213 81	213 81	3300 1650	0.0645 0.0491	0.0491		
WB	RIGHT (R) THRU (T) T + R	6 <b>4</b> 1031	64 1031 1095	1650 3300 3300	0.0388 0.3124 0.3318	0.3318		

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE COUNT DATE/TIME:
COUNT DATE/TIME:
CONDITION: PM Year 2010 No Project FILE 29133-10

RIGHT THRU LEFT 0 17 NORTH

LEFT 133 - 1.0 1.1 0.0 1.1 1.1 1.1 1.0 NORTH

THRU 1048 -> 2.0 (NO. OF LANES) 2.1<-- 473 THRU Diablo Rd.

RIGHT 0 - 0.0 2.1 1.1 1.1 0.0 - 0 LEFT SPLIT PHASE?

V 245 61 354

LEFT THRU RIGHT

STREET NAME: I-680 NB Off SPLIT PHASE? Y

	5 PHASE SIGNAL							
	ORIGINAL ADJUSTED V/C C							
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	354 61 245	354 61 245 415 306 660	1650 1650 3000 1650 3000 3000	0.2145 0.0370 0.0817 0.2515 0.1020 0.2200	0.2515		
SB	RIGHT (R) LEFT (L) T + R + L	28 173	28 173 201	1650 1650 1650	0.0170 0.1048 0.1218	0.1218		
ЕВ	THRU (T) LEFT (L)	1048 133	1048 133	3300 1650	0.3176 0.0806	0.3176		
WB	RIGHT (R) THRU (T) T + R	100 473	100 473 573	1650 3300 3300	0.0606 0.1433 0.1736			
	TOTAL VOL	0.69 B						

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

LEFT 135 -- 1.0 1.1 0.0 1.1 1.1 -- 100 RIGHT

THRU 1063 ---> 2.0 (NO. OF LANES) 2.1<--- 530 THRU Diablo Rd.

RIGHT 0 --- 0.0 2.1 1.1 1.1 0.0 -- 0 LEFT SPLIT PHASE?

V 247 61 328
LEFT THRU RIGHT

STREET NAME: I-680 NB Off SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	328 61 247	328 61 247 389 308 636	1650 1650 3000 1650 3000 3000	0.1988 0.0370 0.0823 0.2358 0.1027 0.2120	0.2358	
SB	RIGHT (R) LEFT (L) T + R + L	28 170	28 170 198	1650 1650 1650	0.0170 0.1030 0.1200	0.1200	D###-6
EB	THRU (T) LEFT (L)	1063 135	1063 135	3300 1650	0.3221 0.0818	0.3221	B 600 m
WB	RIGHT (R) THRU (T) T + R	100 530	100 530 630	1650 3300 3300	0.0606 0.1606 0.1909		
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68 INTERSECTION LEVEL OF SERVICE: B							H-10.3

\* ADJUSTED FOR RIGHT TURN ON RED

10/9/92

INTERSECTION 943 COUNT DATE/TIME:	I-680 SB Off and	Diablo Rd. DANVILLE PEAK HOUR:
	Year 2010 No Proj	
	RIGHT THRU LEFT	^
^		NORTH
LEFT 0 0.0	1.0 1.1 2.1	0.0 0 RIGHT STREET NAME:
THRU 297> 2.0	(NO. OF LANES)	
RIGHT 246 — 1.0	<	1.0 476 LEFT SPLIT PHASE? V
	LEFT THRU RIGHT	
STREET NAME:	I-680 SB Off	SPLIT PHASE? N

5 PHASE SIGNAL								
ORIGINAL ADJUSTED V/C CRITI MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/								
SB	RIGHT (R) THRU (T) LEFT (L) T + L	391 0 194	0 *\$ 0 194 194	1650 1650 3000 3000	0.0000 0.0000 0.0647 0.0647	0.0647		
EB	RIGHT (R) THRU (T)	246 297	297 *\$	1650 3300	0.0000	0.0900		
WB	THRU (T) LEFT (L)	914 476	914 476	3300 1650	0.2770 0.2885	0.2885		
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44 INTERSECTION LEVEL OF SERVICE: A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:	I-680 SB Of Year 2010 W		PEAK HOUR:	LE FILE 29133-10
^	RIGHT THRU	LEFT 221		) NORTH

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: I-680 SB Off SPLIT PHASE? N

			5 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) THRU (T) LEFT (L) T + L	414 0 221	0 *\$ 0 221 221	1650 1650 3000 3000	0.0000 0.0000 0.0737 0.0737	0.0737
EB	RIGHT (R) THRU (T)	226 322	0 *\$ 322	1650 3300	0.0000	0.0976
WB	THRU (T) LEFT (L)	· 921 428	921 428	3300 1650	0.2791 0.2594	0.2594
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.43 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:	I-680 SB Off and Year 2010 No Proje	PEAK HOUR:	LE FILE 29133-10
LEFT 0 - 1 0.0	RIGHT THRU LEFT 355 0 591	0.0 - 0 RIGHT	NORTH STREET NAME:
		2.0< 506 THRU  1.0 285 LEFT	Diablo Rd. SPLIT PHASE? N
·	 0 0 0 LEFT THRU RIGHT		

	STREET NA	AME: I-680	SB Off	SPL	IT PHASE?	N	
			5 PHASE S	IGNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	355 0 591	0 * 0 591 591	\$ 1650 1650 3000 3000	0.0000 0.0000 0.1970 0.1970	0.1970	
EB	RIGHT (R) THRU (T)	270 660	0 * 660	\$ 1650 3300	0.0000	0.2000	
WB	THRU (T) LEFT (L)	506 285	506 285	3300 1650	0.1533 0.1727	0.1727	
		LUME-TO-CAPA				0.57 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

O O O
LEFT THRU RIGHT

STREET NAME: I-680 SB Off SPLIT PHASE? N

			5 PHASE SIG	NAL			
240-4	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	356 0 615	0 *\$ 0 615 615	1650 1650 3000 3000	0.0000 0.0000 0.2050 0.2050	0.2050	_
EB	RIGHT (R) THRU (T)	270 677	0 *\$ 677	1650 3300	0.0000 0.2052	0.2052	
WB	THRU (T) LEFT (L)	540 300	540 300	3300 1650	0.1636 0.1818	0.1818	_
	TOTAL VOL	UME-TO-CAPA	CITY RATIO:			0.59 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

T (00 MB On

10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Vily DANVILLE COUNT DATE/TIME: PEAK ROUR: PEAK ROUR: FI FILE 29133-10 RIGHT THRU LEFT NORTH - 2.0 0.0 0.0 0.0 1.0 - 1494 RIGHT STREET NAME: Sycamore Vlly THRU 550 ---> 2.0 (NO. OF LANES) 2.0<--- 1126 THRU SPLIT PHASE? 1.1 2.1 1.0 1.0 — 98 LEFT 257 528 47 LEFT THRU RIGHT

	STREET NA	MF: 1-00	J NO OII	35.0	LI FILMUL:	14
-			5 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	47 528 257	0 * 528 257 785	1650 3300 1650 3300	0.0000 0.1600 0.1558 0.2379	0.2379
EB	RIGHT (R) THRU (T) LEFT (L)	217 550 146	0 * 550 146	1650 3300 3000	0.0000 0.1667 0.0487	0.0487
WB	RIGHT (R) THRU (T) LEFT (L)	1494 1126 98	794 *\$ 1126 98	1650 3300 1650	0.4812 0.3412 0.0594	0.4812
28-10-3	TOTAL VOI	LUME-TO-CAP		•		0.77 C

CDITT DUACES N

INTERSECTION 945 I-680 NB On and Sycamore Vily DANVILLE
COUNT DATE/TIME: PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT NORTH 159 -- 2.0 0.0 0.0 0.0 1.0 -- 1597 RIGHT STREET NAME: Sycamore Vily 637 ---> 2.0 (NO. OF LANES) 2.0<--- 1072 THRU THRU SPLIT PHASE?

RIGHT 217 --- 1.0 1.1 2.1 1.0 1.0 --- 98 LEFT 257 551 55 LEFT THRU RIGHT STREET NAME: I-680 NB On SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	011001					
-			5 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	55 551 257	0 * 551 257 808	1650 3300 1650 3300	0.0000 0.1670 0.1558 0.2448	0.2448
EB	RIGHT (R) THRU (T) LEFT (L)	217 637 159	0 * 637 159	1650 3300 3000	0.0000 0.1930 0.0530	0.0530
WB	RIGHT (R) THRU (T) LEFT (L)	1597 1072 98	897 *\$ 1072 98	1650 3300 1650	0.5436 0.3248 0.0594	0.5436
28/20		LUME-TO-CAP				0.84 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERS	ECTIO	ON 94	45	I-680	NB On	and	Syca	more	Vlly EAK H	DANVIL	LE	
COUNT	DATE	TIME	•	Year 2				P	EAR III	JOK.	FILE 29	133-10
				RIGHT	THRU	LEFT					^	
		^		Ĭ				^			NORTH	ī
LEFT	327		2.0	0.0	0.0	0.0	1.0	1	474	RIGHT	STREET	NAME:
THRU	2225	>	2.0	(NO.	OF LAN	VES)	2:0<	·	670	THRU	Sycamo	ore Vily
RIGHT	634		1.0	<	2,1	1.0	1.0		85	LEFT	SPLIT E	
		٧		171 LEFT	270 THRU	195 RIGHT		•				
	STREE'	T NAM	E:	1-680	NB On			SPL	IT PH	ASE? N		

	STREET NA	MF: 1-00/	NP OU	JE LI.	II LIBOU.	
-			5 PHASE SI	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	195 270 171	110 * 270 171 441	1650 3300 1650 3300	0.0667 0.0818 0.1036 0.1336	0.1336
EB	RIGHT (R) THRU (T) LEFT (L)	634 2225 327	463 * 2225 327	1650 3300 3000	0.2806 0.6742 0.1090	0.6742
WB	RIGHT (R) THRU (T) LEFT (L)	474 670 85	0 *\$ 670 85	1650 3300 1650	0.0000 0.2030 0.0515	0.0515
	TOTAL VOI	LUME-TO-CAP.				0.86 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 945 I-680 NB On and Sycamore V1ly DANVILLE COUNT DATE/TIME: PEAK HOUR: PLAK HOUR: FI FILE 29133-10 RIGHT THRU LEFT NORTH LEFT 337 -- 2.0 0.0 0.0 0.0 1.0 - 658 RIGHT STREET NAME: Sycamore V11 THRU 2221 ---> 2.0 (NO. OF LANES) 2.0<--- 668 THRU RIGHT 634 --- 1.0 1.1 2.1 1.0 1.0 --- 105 LEFT SPLIT PHASE? 171 286 208 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB On	SPL	IT PHASE?	N
			5 PHASE S	IGNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	208 286 171	103 * 286 171 457	1650 3300 1650 3300	0.0624 0.0867 0.1036 0.1385	0.1385
EB	RIGHT (R) THRU (T) LEFT (L)	634 2221 337	463 * 2221 337	1650 3300 3000	0.2806 0.6730 0.1123	0.6730
WB	RIGHT (R) THRU (T) LEFT (L)	65 <b>8</b> 668 105	0 * 668 105	\$ 1650 3300 1650	0.0000 0.2024 0.0636	0.0636
		UME-TO-CAPA				88.0 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

0 0 61 LEFT THRU RIGHT

	ECTION 9		I-680	SB Off	and	Sycamore	VIIY		LE
CONDIT			Year :	2010 No	Proje				FILE 29133-10
			RIGHT 529	THRU	LEFT 0				^
	^			1	1	<b>?</b>			NORTH
LEFT	0	0.0	2.0	0.0	0.0	0.0	0	RIGHT	STREET NAME:
THRU	420>	2.0	(NO.	OF LAN	ES)	2.0<	1075	THRU	Sycamore Vlly
RIGHT	346 —	1.0	< 0.0	0.0	1.9	2.0 v	510	LEFT	SPLIT PHASE?

************	STREET NA	WE: 1-680	) SB OII	SPL.	IT PHASE?	N					
	5 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R)	61	61	1650	0.0370						
SB	RIGHT (R)	529	204 *\$	3000	0.0680	0.0680					
EB	RIGHT (R) THRU (T)	346 420	0 *\$ 420	1650 3300	0.0000 0.1273						
WB	THRU (T) LEFT (L)	1075 510	1075 510	3300 3000	0.3258 0.1700	0.3258					
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.39 A					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/9/92

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COUNT
COUNT
COUNT
COUNT
COUNT
NORTH

STREET NAME:
Sycamore Vily THRU

STREET	NAME:	I-680	SB Off	SPLIT	PHASE?	N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 947 I-680 SB Off and Sycamore V1ly DANVILLE COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project FI

RIGHT THRU LEFT 529 0 0

	5 PRASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R)	144	144	1650	0.0873					
SB	RIGHT (R)	529	167 *\$	3000	0.0557	0.0557				
EB	RIGHT (R) THRU (T)	342 423	0 *\$ 423	1650 3300	0.0000 0.1282					
WB	THRU (T) LEFT (L)	1038 496	1038 496	3300 3000	0.3145 0.1653	0.3145				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.37 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 947	I-680 SB Off and	Sycamore Vlly DANVIL PEAK HOUR:	LE
	Year 2010 No Proj		FILE 29133-10
	RIGHT THRU LEFT	^	NORTH
LEFT 0 0.0	2.0 0.0 0.0	0.0 - 0 RIGHT	STREET NAME:
THRU 1085> 2.0	(NO. OF LANES)	2.0< 949 THRU	Sycamore Vily
RIGHT 451 1.0	0.0 0.0 1.9 <	2.0 - 360 LEFT	SPLIT PHASE? N
STREET NAME .	T-680 SB OFF	SDITT DHASE? N	

	SIREEI	IAMAIC:	1-000	3D OLI		361	LII PILADE	2 19		
	5 PHASE SIGNAL									
	MOVEMENT		INAL UME	ADJUST! VOLUM		CAPACITY	V/C RATIC	CRITICAL V/C		
NB	RIGHT (	R) 8	97	897		1650	0.5436			
SB	RIGHT (	R) 4	21	0	*\$	3000	0.0000			
EB	RIGHT ( THRU (T		51 85	1085	*\$	1650 3300	0.0000			
WB	THRU (T LEFT (L		149	949 360		3300 3000	0.2876			
30:50:5	TOTAL VOLUME-TO-CAPACITY RATIO: 0.45 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTER	RSECTION LEVEL OF	SERVICE ANALYSIS	10/9/92
INTERSECTION 947 COUNT DATE/TIME:	I-680 SB Off and	Sycamore Vily DANVII	LE
	Year 2010 With Pr		FILE 29133-10
	RIGHT THRU LEFT	•	^
^		^	NORTH
LEFT 0 0.0	2.0 0.0 0.0	0.0 0 RIGHT	STREET NAME:
THRU 1119> 2.0	(NO. OF LANES)	2.0< 892 THRU	Sycamore Vily
RIGHT 443 1.0		2.0 366 LEFT	SPLIT PHASE?
	0 0 842 LEFT THRU RIGHT	•	
STREET NAME:	I-680 SB Off	SPITT PHASE? N	

	5 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R)	842	842	1650	0.5103				
SB	RIGHT (R)	421	0 *\$	3000	0.0000				
EB	RIGHT (R) THRU (T)	443 1119	0 *\$ 1119	1650 3300	0.0000 0.3391	0.3391			
WB	THRU (T) LEFT (L)	892 366	892 366	3300 3000	0.2703 0.1220	0.1220			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.46 INTERSECTION LEVEL OF SERVICE:								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 94 COUNT DATE/TIME: CONDITION : 949 I-680 NB Off and Crow Canyon SAN RAMON PEAK HOUR: : AM Year 2010 No Project FTLE 29133-10 RIGHT THRU LEFT NORTH 0.0 < 0.0 0.0 0.0 1.9 1 315 RIGHT STREET NAME: Crow Canyon --> 3.0 (NO. OF LANES) 4.0<--- 1219 THRU SPLIT PHASE? RIGHT 447 -625 0 1951 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL:	IT PHASE?	N			
	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	1951 625	1592 *\$ 625	3273 3273	0.4864 0.1910	0.4864			
EB	RIGHT (R) THRU (T)	447 1741	447 1741	1800 5400	0.2483 0.3224	0.3224			
WB	RIGHT (R) THRU (T)	315 1219	315 1219	1800 7200	0.1750 0.1693				

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

0.81

			1-680	NR OI	I and	Crow Car	PEAK H	OLIB .	-NOIN
COUNT	DATE/TIME:	AM	Year 2	010 W	ith Pro		LIGHT II	ook.	FILE 29133-10
			RIGHT	THRU	LEFT				î
	^		į	j		^			NORTH
LEFT	0	0.0	0.0		0.0	1.9	492	RIGHT	STREET NAME:
THRU	1750>	3.0	(NO.	OF LA	NES)	4.0<	1334	THRU	Crow Canyon
RIGHT	435 V	1.9	< 2.0	0,0	2.0	0.0 v	0	LEFT	SPLIT PHASE?
			675 LEFT	THRU	2026 RIGHT				

	STREET NA	ME: 1-680	) NB OII	25.	II PHASE:	IN	and the last
			2 PHASE SIG	NAL			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	202 <b>6</b> 675	1676 *\$ 675	3273 3273	0.5121 0.2062	0.5121	
EB	RIGHT (R) THRU (T)	435 1750	435 1750	1800 5400	0.2417 0.3241	0.3241	
WB	RIGHT (R) THRU (T)	492 1334	492 1334	1800 7200	0.2733 0.1853		
-			ACITY RATIO: OF SERVICE:			0.84 D	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: FIL CONDITION : PM Year 2010 No Project FIL FILE 29133-10 RIGHT THRU LEFT NORTH <0.0 0.0 0.0 1.9 --- 867 RIGHT LEFT 0.0 STREET NAME: Crow Canyon THRU 1358 --- > 3.0 (NO. OF LANES) - 4.0<--- 1435 THRU SPLIT PHASE? RIGHT 961 -1.9 2.0 0.0 2.0 0.0 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL.	IT PHASE:	N				
	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	779 498	79 *\$ 498	3273 3273	0.0241 0.1522	0.1522				
EB	RIGHT (R) THRU (T)	961 1358	961 1358	1800 5400	0.5339 0.2515	0.2515				
WB	RIGHT (R) THRU (T)	867 1435	867 1435	1800 7200	0.4817 0.1993					
200	TOTAL VOLUME-TO-CAPACITY RATIO: 0.40 INTERSECTION LEVEL OF SERVICE: A									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN COUNT DATE/TIME: PEAK HOUR: CONDITION : PM Year 2010 With Project SAN RAMON FILE 29133-1 THRU LEFT . RIGHT NORTH 1.9 --- 776 RIGHT 0.0 0.0 0.0 0.0 STREET NAME: Crow Canyon THRU 1663 ---> 3.0 (NO. OF LANES) 4.0<--- 1397 THRU 1.9 2.0 0.0 2.0 0.0 ---0 LEFT SPLIT PHASE? RIGHT 888 --517 0 836 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL	T PHASE?	N			
24.00	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	836 517	399 *\$ 517	3273 3273	0.1219 0.1580	0.1580			
EB	RIGHT (R) THRU (T)	888 1663	888 1663	1800 5400	0.4933 0.3080	0.3080			
WB	RIGHT (R) THRU (T)	776 1397	776 1397	1800 7200	0.4311 0.1940				
272.0		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.47 A			

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: FIL CONDITION : AM Year 2010 No Project FIL FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 2.0 0.0 2.0 1.9 -- 492 RIGHT LEFT STREET NAME: Crow Canyon THRU 1117 ---> 3.0 (NO. OF LANES) . 3.0<--- 1408 THRU 0.0 0.0 0.0 0.0 — 0 LEFT SPLIT PHASE? LEFT THRU RIGHT STREET NAME: I-680 SB Off SPLIT PHASE? N

	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	777 1596	85 *\$ 1596	3273 3273	0.0260 0.4876	0.4876			
EB	RIGHT (R) THRU (T)	525 1117	525 1117	1800 5400	0.2917				
WB	RIGHT (R) THRU (T)	492 1408	492 1408	1800 5400	0.2733 0.2607	0.2607			
	TOTAL VOI	0.75 C							

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

. CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

10/9/92

INTERSECTION 951	I-680 SB Off and	Crow Canyon SAN RA	AMON
	Year 2010 With Pr		FILE 29133-10
^	RIGHT THRU LEFT 691 0 1552	^	) NORTH
LEFT $0 - \frac{1}{2} 0.0$ THRU 1126> 3.0		1.9 532 RIGHT 3.0< 1529 THRU	STREET NAME: Crow Canyon
RIGHT 546 — 1.9	<pre>&lt;</pre>	A.	SPLIT PHASE?

THRU	1126	>	3.0	(NO.	OF	LANE	ES)	3.0	·	152	29 TF	IRU	Crow	Canyor
RIGHT	546	- V	1.9	O.O <	1	0	0	0.0	ľ		O LE	FT	SPLIT	PHASE:
2	TREET	NAME	E:	I-680	SB	off	SIGN	A.T.	SPI	LIT	PHASE	22 N		
-		(	DRIGI	NAL	-	***		~			V/C		CRITICA	AT.
MOS	/EMENT		VOLU			LUME		CAPAC	TTT		RATIO	)	V/C	

			2 PHASE STG				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	691 1552	120 *\$ 1552	3273 3273	0.0367 0.4742	0.4742	
EB	RIGHT (R) THRU (T)	546 1126	546 1126	1800 5400	0.3033 0.2085		
WB	RIGHT (R) THRU (T)	532 1529	532 1529	1800 5400	0.2956 0.2831	0.2831	
20000	TOTAL VOI	0.76 C					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION : PM Year 2010 No Project FILE FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 2.0 0.0 2.0 1.9 -- 599 RIGHT STREET NAME: Crow Canyon THRU 2248 ---> 3.0 (NO. OF LANES) 3.0<--- 1259 THRU 0 0.0 -- 0 LEFT 0.0 0.0 0.0 SPLIT PHASE? LEFT THRU RIGHT STREET NAME: 1-680 SB Off SPLIT PHASE? N

	OTIGET 16	1 00	0 0 0 0 1 1	012			
			2 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	643 541	0 *\$ 541	3273 3273	0.0000 0.1653	0.1653	
EB	RIGHT (R) THRU (T)	· 971 2248	971 2248	1800 5400	0.5394 0.4163	0.4163	
WB	RIGHT (R) THRU (T)	599 1259	599 1259	1800 5400	0.3328 0.2331		
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.58 A	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

951 I-680 SB Off and Crow Canyon SAN RAMON
4E: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2010 With Project FILE 29133-10 THRU LEFT NORTH 0 -- 0.0 2.0 0.0 2.0 1.9 -- 569 RIGHT LEFT STREET NAME: THRU 2312 ---> 3.0 (NO. OF LANES) 3.0<--- 1269 THRU Crow Canyon 0.0 0.0 0.0 0.0 --- 0 LEFT SPLIT PHASE? 0 0 0 LEFT THRU RIGHT

	STREET NA	ME: I-680	SB Off	SPL	IT PHASE?	N	
			2 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	643 641	0 *\$ 641	3273 3273	0.0000 0.1958	0.1958	
EB	RIGHT (R) THRU (T)	987 2312	987 2312	1800 5400	0.5483 0.4281	0.4281	
WB	RIGHT (R) THRU (T)	569 1269	569 1269	1800 5400	0.3161 0.2350		
		LUME-TO-CAPA				0.62	

953 I-680 NB Off and Bollinger Cyn SAN RAMON PEAK HOUR: INTERSECTION 953 I-680 NB Off and Book COUNT DATE/TIME:
CONDITION: AM Year 2010 No Project FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 < 0.0 0.0 0.0 0.0 2.9 - 559 RIGHT STREET NAME: Bollinger Cyn 2274 ---> 3.0 (NO. OF LANES) 3.0<--- 733 THRU SPLIT PHASE? 1.0 0.0 2.0 0.0 0 LEFT 234 0 2323 LEFT THRU RIGHT SPLIT PHASE? N

	SIRCEI NA	T-00	O MD OFF	7. 5.		
			2 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	2323 234	2323 \$ 234	3273 1800	0.7097 0.1300	0.7097
EB	RIGHT (R) THRU (T)	493 2274	493 2274	1800 5400	0.2739	0.4211
WB	RIGHT (R) THRU (T)	559 733	559 733	3273 5400	0.1708 0.1357	
-	TOTAL VOI	LUME-TO-CAP	ACITY RATIO OF SERVICE:	•		1.13 F

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

953 I-680 NB Off and Bollinger Cyn SAN RAMON
PEAK HOUR: INTERSECTION 953 I-680 NB Off and Boll: COUNT DATE/TIME: CONDITION : AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 < 0.0 0.0 0.0 0.0 2.9 --- 588 RIGHT 0 ---LEFT STREET NAME: Bollinger Cyn THRU 2357 ---> 3.0 (NO. OF LANES) 3.0<--- 941 THRU 1.0 0.0 2.0 0.0 SPLIT PHASE? 0 LEFT RIGHT 493 --- 1.9 234 0 2052 LEFT THRU RIGHT

STREET		NB Off		PHASE?	N
		2 PHASE S	IGNAL		
MOVEMENT	ORIGINAL	ADJUSTED VOLUME*		V/C RATIO	CRITICAL V/C

	MOVEMENT	VOLUME	VOLUME*	CAPACITY	RATIO	V/C	
NB	RIGHT (R) LEFT (L)	2052 234	2052 \$ 234	3273 1800	0.6269 0.1300	0.6269	
EB	RIGHT (R) THRU (T)	493 2357	493 2357	1800 5400	0.2739 0.4365	0.4365	
WB	RIGHT (R) THRU (T)	588 941	588 941	3273 5400	0.1797 0.1743		
200	and the second second						

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

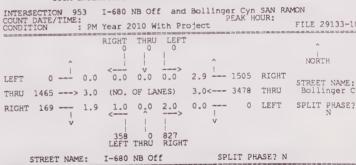
COUNT DATE/TIME:	I-680 NB Off Year 2010 No	and Bollinger Cyn PEAK HO Project	SAN RAMON DUR: FILE 29133-10
^	RIGHT THRU	LEFT	) NORTH
LEFT 0 0.0 THRU 1141> 3.0		0.0 2.9 — 1455 ES) 3.0<— 3478	RIGHT STREET NAME: THRU Bollinger Cyr
RIGHT 160 — 1.9	366 0	2.0 0.0 0     v     907   RIGHT	LEFT SPLIT PHASE?
CTDCCT NAME .	T-680 NB Off	SPI.IT PH	ASE? N

			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	907 366	207 *\$ 366	3273 1800	0.0632 0.2033	0.2033
EB	RIGHT (R) THRU (T)	160 1141	160 1141	1800 5400	0.0889 0.2113	
WB	RIGHT (R) THRU (T)	1455 3478	1455 3478	3273 5400	0.4445 0.6441	0,6441
-	TOTAL VOI	UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.85 D

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92



	STREET NA	ME: I-680	NB Off	SPLI	IT PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	827 358	192 *\$ 358	3273 1800	0.0587 0.1989	0.1989
EB	RIGHT (R) THRU (T)	169 1465	169 1465	1800 5400	0.0939 0.2713	
WB	RIGHT (R) THRU (T)	1505 3478	1505 3478	3273 5400	0.4598 0.6441	0.6441
MINE:		LUME-TO-CAPA TION LEVEL (	ACITY RATIO: OF SERVICE:			0.84 D

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON PEAK HOUR: FILE 29133-10 PEAK HOUR: FI

	STREET NA	ME: I-680	SB Off	SPL	IT PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L) T + R + L	102 1542	0 *\$ 1542 1542	3273 4695 6168	0.0000 0.3284 0.2500	0.3284
EB	RIGHT (R) THRU (T)	328 1180	328 1180	1800 5400	0.1822 0.2185	0.2185
WB	RIGHT (R) THRU (T)	609 302	609 302	1800 5400	0.3383 0.0559	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.55 A

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

ACM N			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L) T + R + L	102 1545	0 *\$ 1545 1545	3273 4695 6168	0.0000 0.3291 0.2505	0.3291
EB	RIGHT (R) THRU (T)	328 1248	328 1248	1800 5400	0.1822 0.2311	0.2311
WB	RIGHT (R) THRU (T)	666 302	666 302	1800 5400	0.3700 0.0559	
	TOTAL VOL	0.56 A				

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NA	WE: 1-98	) SB OII	SPL.	IT PHASE?	N	
			2 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L) T + R + L	261 698	0 *\$ 698 698	3273 4695 6168	0.0000 0.1487 0.1132	0.1487	
EB	RIGHT (R) THRU (T)	319 572	319 572	1800 5400	0.1772 0.1059		
WB	RIGHT (R) THRU (T)	2469 1154	2469 1154	1800 5400	1.3717 * 0.2137	* 0.2137	
30,300,00			ACITY RATIO: OF SERVICE:			0.36 A	

LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	SIREEI NA	T-00/	) 30 OLL	3577	LI PROBLE	74
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L) T + R + L	261 895	0 *\$ 895 895	3273 4695 6168	0.0000 0.1906 0.1451	0.1906
EB	RIGHT (R) THRU (T)	438 712	438 712	1800 5400	0.2433 0.1319	0.2433
WB	RIGHT (R) THRU (T)	2373 1209	2373 1209	1800 5400	1.3183	* *
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.43 A

957 I+680 NB Off and Alcosta Blvd. SAN RAMON PEAK HOUR: FILE 29133-10 AM Year 2010 No Project RIGHT THRU LEFT NORTH 1.0 - 598 RIGHT 2.0 0.0 0.0 0.0 STREET NAME: Alcosta Blvd. (NO. OF LANES) 2.0<--- 875 THRU SPLIT PHASE? O LEFT RIGHT 235 0 105 LEFT THRU RIGHT

	STREET NA	ME: 1-000	) NO OLL	OF L	II LIEWE.		-
			3 PHASE SI	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	105 235	0 *\$ 235	1720 3127	0.0000 0.0752	0.0752	
EB	THRU (T) LEFT (L)	379 652	379 652	3440 3127	0.1102 0.2085	0.2085	
WB	RIGHT (R) THRU (T)	598 875	0 *\$ 875	1720 3440	0.0000 0.2544	0.2544	
Name of Street	TOTAL VOI	UME-TO-CAP	ACITY RATIO			0.54 A	

SPILTT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

957 I-680 NB Off and Alcosta Blvd. SAN RAMON ME: PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT

NORTH 659 - 2.0 0.0 0.0 0.0 1.0 - 598 RIGHT LEFT STREET NAME: Alcosta Blvd. 379 ---> 2.0 (NO. OF LANES) 2.0<--- 1054 THRU 2.0 0.0 1.0 0.0 -0 LEFT SPLIT PHASE? 235 0 105 LEFT THRU RIGHT

STREET NAME:	I-680 NB Off	SPLIT PHASE? N

			3 PHASE SIG	NAL			Acres 4
Mariante	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	105 235	0 *\$ 235	1720 3127	0.0000 0.0752	0.0752	
EB	THRU (T) LEFT (L)	379 659	379 659	3440 3127	0.1102 0.2107	0.2107	
WB	RIGHT (R) THRU (T)	598 1054	0 *\$ 1054	1720 3440	0.0000 0.3064	0.3064	acceptable (
ak men	TOTAL VOI	UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.59 A	

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: PEAK HOUR: PEAK HOUR: FIL FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 0.0 0.0 1.0 - 340 RIGHT STREET NAME: Alcosta Blvd 893 --> 2.0 (NO. OF LANES) 2.0<-- 596 THRU SPLIT PHASE? 2.0 0.0 1.0 0.0 0.0 426 0 742 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	25.7	II PRADE:	TA TA	-
			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	742 426	235 *\$ 426	1720 3127	0.1366 0.1362	0.1366	
EB	THRU (T) LEFT (L)	893 414	893 414	3440 3127	0.2596 0.1324	0.1324	
WB	RIGHT (R) THRU (T)	340 596	0 *\$ 596	1720 3440	0.0000 0.1733	0.1733	
minute	TOTAL VOI	UME-TO-CAPA	ACITY RATIO	•		0.44 A	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcost COUNT DATE/TIME: CONDITION : PM Year 2010 With Project 957 I-680 NB Off and Alcosta Blvd. SAN RAMON PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT NORTH - 2.0 0.0 0.0 0.0 1.0 - 340 RIGHT STREET NAME: Alcosta Blv 958 ---> 2.0 (NO. OF LANES) 2.0<--- 637 THRU THRU 2.0 0.0 1.0 0.0 SPLIT PHASE? - 0.0 RIGHT 426 0 742 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL	IT PHASE?	N
			3 PHASE SIG	NAL		
27-11-71	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	742 426	300 *\$ 426	1720 3127	0.1744 0.1362	0.1744
EB	THRU (T) LEFT (L)	958 414	958 414	3440 3127	0.2785 0.1324	0.1324
WB	RIGHT (R) THRU (T)	340 637	0 *\$ 637	1720 3440	0.0000 0.1852	0.1852
	TOTAL VOI	LUME-TO-CAPA TION LEVEL O	CITY RATIO: OF SERVICE:			0.49 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

958 I-680 SB On and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: CONDITION : AM Year 2010 No Project FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 <del>0.0 0.0 0.0 0.0 |</del> 0 RIGHT STREET NAME: Alcosta Blvd. --> 2.0 (NO. OF LANES) 2.0<--- 411 THRU THRU SPLIT PHASE? 0.0 0.0 0.0 1.0 --- 529 LEFT LEFT THRU RIGHT STREET NAME: I-680 SB On SPLIT PHASE? N

-			3 PHASE SIG	NAT		
		00707111		NACT.		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB	RIGHT (R) THRU (T)	467 923	0 *\$ 923	1720 3440	0.0000 0.2683	0.2683
WB	THRU (T) LEFT (L)	411 529	411 529	3440 1720	0.1195 0.3076	0.3076
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.58 A

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 958 I-680 SB On and Alcor COUNT DATE/TIME: CONDITION : AM Year 2010 With Project 958 I-680 SB On and Alcosta Blvd. SAN RAMON ME: PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT

NORTH 0.0 ---0.0 0.0 0.0 0.0 LEFT 0 RIGHT STREET NAME: 969 ---> 2.0 (NO. OF LANES) 2.0<--- 490 THRU THRU Alcosta Blvd. SPLIT PHASE? 0.0 0.0 0.0 1.0 — 636 LEFT 0 0 0 LEFT THRU RIGHT

STREET NAME: T-680 SB On SPLIT PHASE? N

			3 PHASE SIG	NAL		
20.000	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB	RIGHT (R) THRU (T)	458 969	0 *\$ 969	1720 3440	0.0000 0.2817	0.2817
WB	THRU (T) LEFT (L)	490 636	490 636	3440 1720	0.1424 0.3698	0.3698
-		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.65 B

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

INTERSECTION 958 COUNT DATE/TIME: CONDITION: 958 I-680 SB On and Alcosta Blvd. SAN RAMON PEAK HOUR: FILE 29133-10 : PM Year 2010 No Project RIGHT THRU LEFT NORTH <0.0 0.0 0.0 0.0 1 0 RIGHT STREET NAME: Alcosta Blvd. (NO. OF LANES) 2.0<--- 665 THRU THRU 1244 ---> 2.0 SPLIT PHASE? 0.0 0.0 0.0 RIGHT 287 -LEFT THRU RIGHT

	STREET NA		SB On		IT PHASE?	N
			3 PHASE SIG			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB	RIGHT (R) THRU (T)	287 1244	0 *\$ 1244	1720 3440	0.0000 0.3616	0.3616
WB	THRU (T) LEFT (L)	665 238	665 238	3440 1720	0.1933 0.1384	0.1384
			ACITY RATIO:			0.50

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

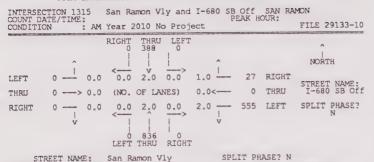
INTERSECTION 958 I-680 SB On and Alcos COUNT DATE/TIME: CONDITION : PM Year 2010 With Project 958 I-680 SB On and Alcosta Blvd. SAN RAMON ME: PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT 0.0 0.0 0.0 0.0 0.0 ---0 RIGHT

STREET NAME: THRU 1295 ---> 2.0 (NO. OF LANES) 2.0<--- 709 THRU Alcosta Blvc. 0.0 0.0 0.0 1.0 --- 252 LEFT SPLIT PHASE? RIGHT 290 --- 1.0 0 0 0 LEFT THRU RIGHT

I-680 SB On STREET NAME: SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB	RIGHT (R) THRU (T)	290 1295	0 *\$ 1295	1720 3440	0.0000 0.3765	0.3765
WB	THRU (T) LEFT (L)	70 <b>9</b> 252	709 252	3440 1720	0.2061 0.1465	0.1465
		LUME-TO-CAPA	ACITY RATIO:			0.52



			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T)	836	836	3440	0.2430	0.2430
SB	THRU (T)	388	388	3440	0.1128	
WB	RIGHT (R) LEFT (L)	27 555	0 *\$ 555	1720 3127	0.0000 0.1775	0.1775
			ACITY RATIO: OF SERVICE:			0.42 A

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON COUNT DATE/TIME: PEAK HOUR: FILL FTLE 29133-10 1.0 0.0 0.0 2.0 0.0 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU 2.0 --- 555 LEFT 0.0 2.0 0.0 SPLIT PHASE? RIGHT 0 798 0 LEFT THRU RIGHT

10/9/92

	STREET NA	ME: San F	Ramon Vly	SPLI	T PHASE?	N	-						
	3 PHASE SIGNAL												
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	_						
NB	THRU (T)	798	798	3440	0.2320	0.2320	-						
SB	THRU (T)	419	419	3440	0.1218		_						
WB	RIGHT (R) LEFT (L)	27 555	0 *\$ 555	1720 3127	0.0000 0.1775	0.1775							
2000		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.41 A							

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FIL FILE 29133-10 NORTH 0.0 2.0 0.0 1.0 127 RIGHT STREET NAME: I-680 SB Off 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU SPLIT PHASE? 0.0 2.0 0.0 2.0 --- 868 LEFT 0 486 0 LEFT THRU RIGHT SPLIT PHASE? N San Ramon Vly STREET NAME:

	3 PHASE SIGNAL												
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C							
NB	THRU (T)	486	486	3440	0.1413								
SB	THRU (T)	842	842	3440	0.2448	0.2448							
WB	RIGHT (R) LEFT (L)	127 868	0 *\$ 868	1720 3127	0.0000 0.2776	0.2776							
	TOTAL VO	0.52 A											

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92



	SIREEI NA	THE: SAME	Campu ata	Jr L	II FIMAL:	14							
	3 PHASE SIGNAL												
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C							
NB	THRU (T)	510	510	3440	0.1483								
SB	THRU (T)	778	778	3440	0.2262	0.2262							
WB	RIGHT (R) LEFT (L)	127 868	0 *\$ 868	1720 3127	0.0000 0.2776	0.2776							
200	TOTAL VOI	0.50 A											

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR:										
CONDI'			Year 2	2010 N	Proj			.0011.	FILE 29133-10	
			RIGHT 95	THRU 27	LEFT 75				^	
	^					^			NORTH	
LEFT	463	2.0	1.0	1.0	1.0	1.1 -	207	RIGHT	STREET NAME:	
THRU	2639>	4.0	(NO.	OF LA	NES)	4.1<	1389	THRU	Crow Canyon	
RIGHT	596   	1.0	< <del>2.0</del>	1,1	1.1	1.0	88	LEFT	SPLIT PHASE? N	
			140 LEFT	35 THRU	57 RIGHT					
	STREET NAM	E:	Crow (	Cyn. P.	1.	SP	LIT PH	LASE? N		

			4									
	6 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L) T + R	57 35 140	57 35 140 92	1650 1650 3000 1650	0.0345 0.0212 0.0467 0.0558	0.0558						
SB	RIGHT (R) THRU (T) LEFT (L)	95 27 75	0 * 27 75	1650 1650 1650	0.0000 0.0164 0.0455	0.0455						
EB	RIGHT (R) THRU (T) LEFT (L)	596 2639 463	519 * 2639 463	1650 6600 3000	0.3145 0.3998 0.1543	0.3998						
WB	RIGHT (R) THRU (T) LEFT (L) T + R	207 1389 88	207 1389 88 1596	1650 6600 1650 6600	0.1255 0.2105 0.0533 0.2418	0.0533						
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55 INTERSECTION LEVEL OF SERVICE: A												

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	58 36 140	58 36 140 94	1650 1650 3000 1650	0.0352 0.0218 0.0467 0.0570	0.0570				
SB	RIGHT (R) THRU (T) LEFT (L)	96 28 84	0 * 28 84	1650 1650 1650	0.0000 0.0170 0.0509	0.0509				
ЕВ	RIGHT (R) THRU (T) LEFT (L)	559 2748 482	482 * 2748 482	1650 6600 3000	0.2921 0.4164 0.1607	0.4164				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	277 1691 107	277 1691 107 1968	1650 6600 1650 6600	0.1679 0.2562 0.0648 0.2982	0.0648				
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59 INTERSECTION LEVEL OF SERVICE: A										

SPLIT PHASE? N

STREET NAME: Crow Cyn. Pl.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1361 COUNT DATE/TIME:	Crow Cyn. Pl. and	Crow Canyon SAN RA	MON
	Year 2010 No Proje		FILE 29133-10
	RIGHT THRU LEFT 385 44 67		?
^		^	NORTH
LEFT 218 - 2.0	(1.0 1.0 (1.0)	1.1 198 RIGHT	STREET NAME:
THRU 1198> 4.0	(NO. OF LANES)	4.1< 1454 THRU	Crow Canyon
RIGHT 521 — 1.0	2.0 1.1 1.1	1.0 87 LEFT	SPLIT PHASE? N
STREET NAME:	Crow Cyn. Pl.	SPLIT PHASE? N	

	6 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L) T + R	194 62 537	194 62 537 256	1650 1650 3000 1650	0.1176 0.0376 0.1790 0.1552	0.1790						
SB	RIGHT (R) THRU (T) LEFT (L)	385 44 67	265 * 44 67	1650 1650 1650	0.1606 0.0267 0.0406	0.1606						
EB	RIGHT (R) THRU (T) LEFT (L)	521 1198 218	226 * 1198 218	1650 6600 3000	0.1370 0.1815 0.0727	0.0727						
WB	RIGHT (R) THRU (T) LEFT (L) T + R	198 1454 87	198 1454 87 1652	1650 6600 1650 6600	0.1200 0.2203 0.0527 0.2503	0.2503						
100		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.66 B						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

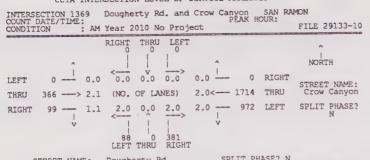
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	(	CTA 1	NTE	RSECTIO	N LEV	EL OF S	SERVICE	ANALYS	IS	10/9/92
INTERS				Crow (	Cyn. P	l. and	Crow Ca	nyon PEAK H		MON
CONDIT		TIPIL		Year 2	2010 W	ith Pro		L Luriat 1.		FILE 29133-10
				RIGHT 366	THRU 45					٨
		^			1		^			NORTH
LEFT	236		2.0	1.0		1.0	1.1	215	RIGHT	STREET NAME:
THRU	1527	>	4.0	(NO.	OF LA	NES)	4.1<	1396	THRU	Crow Canyon
RIGHT	521		1.0	< 2.0	1,1	1.1	1.0	- 88	LEFT	SPLIT PHASE?
				537 LEET	62 THRII	1 222 RIGHT				

	STREET NA	AME: Crow	Cyn. PI.	SPL.	IT PHASE?	N	
			6 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	222 62 537	222 62 537 284	1650 1650 3000 1650	0.1345 0.0376 0.1790 0.1721	0.1790	
SB	RIGHT (R) THRU (T) LEFT (L)	366 45 85	236 * 45 85	1650 1650 1650	0.1430 0.0273 0.0515	0.1430	
EB	RIGHT (R) THRU (T) LEFT (L)	521 1527 236	226 * 1527 236	1650 6600 3000	0.1370 0.2314 0.0787	0.0787	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	215 1396 88	215 1396 88 1611	1650 6600 1650 6600	0.1303 0.2115 0.0533 0.2441	0.2441	
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.64 B	

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED



	STREET NA	ME: Doug	herty Ka.	351.	LI PHASE:	IA							
****	3 PHASE SIGNAL												
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C							
NB	RIGHT (R) LEFT (L)	381 88	0 *	3127 3127	0.0000 0.0281	0.0281							
EB	RIGHT (R) THRU (T) T + R	99 366	99 366 465	1720 3440 3440	0.0576 0.1064 0.1352								
WB	THRU (T) LEFT (L)	1714 972	1714 972	3440 3127	0.4983 0.3108	0.4983							
-		LUME-TO-CAP	ACITY RATIO	e •		0.53 A							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	SOUTH TO		Dougile	.rey		5	EAK H	OUR:	
CONDITI	DATE/TIME:	AM	Year 2	010 W	ith Pro				FILE 29133-10
	^		RIGHT 0	THRU	LEFT	^			NORTH
LEFT	0>			0.0		0.0	0		STREET NAME: Crow Canyon
RIGHT	179 v	1.1	563	-	2.0 >   1085 RIGHT	2.0 v	928	LEFT	SPLIT PHASE?

	STREET NA	ME: Dough	erty Rd.	SPLI	T PHASE?	N			
	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
VB	RIGHT (R) LEFT (L)	1085 563	575 * 563	3127 3127	0.1839 0.1800	0.1839			
В	RIGHT (R) THRU (T) T + R	179 340	179 340 519	1720 3440 3440	0.1041 0.0988 0.1509				
īB	THRU (T) LEFT (L)	1807 928	1807 928	3440 3127	0.5253 0.2968	0.5253			
	TOTAL VOI	UME-TO-CAP	ACITY RATIO	9		0.71 C			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON PEAK HOUR: FILE 29133-10

RIGHT THRU LEFT O O O.0 O.0 O.0 O.0 O.0 O.0 O.0 ORIGHT

THRU 1631 -> 2.1 (NO. OF LANES) 2.0 - 734 THRU Crow Canyon NORTH

LEFT 128 - 1.1 2.0 0.0 2.0 2.0 - 567 LEFT SPLIT PHASE? N

STREET NAME: Dougherty Rd. SPLIT PHASE? N

	STREET NA	we: bougi	terch im.					
3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	870 108	558 * 108	3127 3127	0.1784 0.0345	0.1784		
EB	RIGHT (R) THRU (T) T + R	128 1631	128 1631 1759	1720 3440 3440	0.0744 0.4741 0.5113	0.5113		
WB	THRU (T) LEFT (L)	734 567	734 567	3440 3127	0.2134 0.1813	0.1813		
		LUME-TO-CAP	ACITY RATIO	•		0.87		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

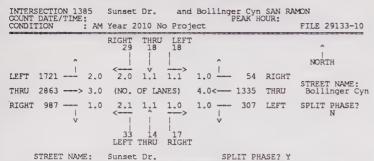
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	STREET NA	ME: Dough	nerty Rd.	SPL	T PHASE?	N		
	3 PHASE SIGNAL							
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	987 201	361 * 201	3127 3127	0.1154 0.0643	0.1154		
EB	RIGHT (R) THRU (T) T + R	466 1674	466 1674 2140	1720 3440 3440	0.2709 0.4866 0.6221	0.6221		
WB	THRU (T) LEFT (L)	692 1138	692 1138	3440 3127	0.2012 0.3639	0.3639		
220	TOTAL VOI	1.10 F						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED



	6 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + L	17 14 33	0 * 14 33 47	1650 1650 3000 3000	0.0000 0.0085 0.0110 0.0157	0.0157			
SB	RIGHT (R) THRU (T) LEFT (L) T + L	29 18 18	0 * 18 18 36	3000 1650 1650 1650	0.0000 0.0109 0.0109 0.0218	0.0218			
EB	RIGHT (R) THRU (T) LEFT (L)	987 2863 1721	969 * 2863 1721	1650 4950 3000	0.5873 0.5784 0.5737	0.5737			
WB	RIGHT (R) THRU (T) LEFT (L)	54 1335 307	36 * 1335 307	1650 6600 1650	0.0218 0.2023 0.1861	0.2023			
20000	TOTAL VOLUME-TO-CAPACITY RATIO: 0.0								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2010 With Project FILE

FILE 29133-10 RIGHT THRU LEFT NORTH LEFT 1721 --- 2.0 2.0 1.1 1.1 1.0 --- 73 RIGHT THRU 2766 ---> 3.0 (NO. OF LANES) 4.0<--- 1572 THRU Bollinger Cyn RIGHT 976 --- 1.0 2.1 1.1 1.0 1.0 --- 406 LEFT SPLIT PHASE? 33 14 17 LEFT THRU RIGHT

SPLIT PHASE? Y

	6 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + L	17 14 33	0 * 14 33 47	1650 1650 3000 3000	0.0000 0.0085 0.0110 0.0157	0.0157		
SB	RIGHT (R) THRU (T) LEFT (L) T + L	26 17 18	0 * 17 18 35	3000 1650 1650 1650	0.0000 0.0103 0.0109 0.0212	0.0212		
EB	RIGHT (R) THRU (T) LEFT (L)	976 2766 1721	958 * 2766 1721	1650 4950 3000	0.5806 0.5588 0.5737	0.5806		
WB	RIGHT (R) THRU (T) LEFT (L)	73 1572 406	55 * 1572 406	1650 6600 1650	0.0333 0.2382 0.2461	0.2461		
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.86 INTERSECTION LEVEL OF SERVICE: D							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Sunset Dr.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

INTERSECTION 1385 COUNT DATE/TIME:	Sunset Dr. and	Bollinger Cyn SAN Ri PEAK HOUR:	AMON
	Year 2010 No Proj		FILE 29133-10
	RIGHT THRU LEFT		<u>^</u>
î	<u> </u>	^	NORTH
LEFT 332 - 2.0	2.0 1.1 (1.1)	1.0 82 RIGHT	STREET NAME:
THRU 1584> 3.0	(NO. OF LANES)	4.0< 3135 THRU	Bollinger Cyn
RIGHT 54 — 1.0	2.1 1.1 1.0 <	1.0 — 69 LEFT	SPLIT PHASE?
STREET NAME:	Sunset Dr.	SPLIT PHASE? Y	

	SIREEI N	AME: Sunse	C Dr.	SPLII PRASE: 1		
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	149 13 815	80 * 13 815 828	1650 1650 3000 3000	0.0485 0.0079 0.2717 0.2760	0.2760
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1305 5 23	1122 * 5 23 28	3000 1650 1650 1650	0.3740 0.0030 0.0139 0.0170	0.3740
EB	RIGHT (R) THRU (T) LEFT (L)	54 1584 332	0 * 1584 332	1650 4950 3000	0.0000 0.3200 0.1107	0.1107
WB	RIGHT (R) THRU (T) LEFT (L)	82 3135 69	59 * 3135 69	1650 6600 1650	0.0358 0.4750 0.0418	0.4750
		LUME-TO-CAPA				1.24 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1385 COUNT DATE/TIME:	Sunset Dr. and	Bollinger Cyn SAN PEAK HOUR:	RAMON
CONDITION : PM	Year 2010 With Pr	oject	FILE 29133-10
	RIGHT THRU LEFT 1309 5 34		^
^		^	NORTH
LEFT 367 2.0	2.0 1.1 1.1	1.0 115 RIGH	HT STREET NAME:
THRU 1812> 3.0	(NO. OF LANES)	4.0< 3281 THR	
RIGHT 47 — 1.0 v	2.1 1.1 1.0 <	1.0 — 78 LEFT	F SPLIT PHASE?
STREET NAME:	Sunset Dr.	SPILTT PHASE?	٧

	SIREEI NAME: Sunset DI.			SPLII PRASE! I					
	6 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + L	183 15 775	105 * 15 775 790	1650 1650 3000 3000	0.0636 0.0091 0.2583 0.2633	0.2633			
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1309 5 34	1107 * 5 34 39	3000 1650 1650 1650	0.3690 0.0030 0.0206 0.0236	0.3690			
EB	RIGHT (R) THRU (T) LEFT (L)	47 1812 367	0 * 1812 367	1650 4950 3000	0.0000 0.3661 0.1223	0.1223			
WB	RIGHT (R) THRU (T) LEFT (L)	115 3281 78	81 * 3281 78	1650 6600 1650	0.0491 0.4971 0.0473	0.4971			
	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: FILE 29133-10 AM Year 2010 No Project NORTH 1.1 - 940 RIGHT LEFT STREET NAME: Camino Tass. 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU 1 1.1 -SPLIT PHASE? 0.0 1.1 1.1 - 107 LEFT RIGHT - 0.0 LEFT THRU RIGHT

	STREET NA	ME: High	land Rd.	SPLI	T PHASE?	N
			2 PHASE SIG	NAL		
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) T + R	9 171	9 171 180	1800 1800 1800	0.0050 0.0950 0.1000	
SB	THRU (T) LEFT (L) T + L	440 72	440 72 512	1800 1800 1800	0.2444 0.0400 0.2844	0.2844
WB	RIGHT (R) LEFT (L) T + R + L	940 107	940 107 1047	1800 1800 1800	0.5222 0.0594 0.5817	0.5817
aicelos	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:					0.87 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY COUNT DATE/TIME: CONDITION: AM Year 2010 With Project FILE 29133-10 FILE 29133-10 NORTH 0.0 0.0 1.1 1.1 1.1 -- 817 RIGHT LEFT STREET NAME: 0 THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---THRU 0.0 1.1 1.1 1.1 SPLIT PHASE? 0.0 78 LEFT RIGHT 0 188 9 LEFT THRU RIGHT

	STREET NA	ME: High	land Rd.	SPL	IT PHASE?	N			
	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) T + R	188	188 197	1800 1800 1800	0.0050 0.1044 0.1094				
SB	THRU (T) LEFT (L) T + L	454 78	454 78 532	1800 1800 1800	0.2522 0.0433 0.2956	0.2956			
WB	RIGHT (R) LEFT (L) T + R + L	817 78	817 78 895	1800 1800 1800	0.4539 0.0433 0.4972	0.4972			
	TOTAL VOI	0.79 C							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY COUNT DATE/TIME: PM Year 2010 No Project FILE 29133-10

RIGHT THRU LEFT O OO OO OO 1.1 1.1 1.1 - 56 RIGHT
THRU O --> 0.0 (NO. OF LANES) 0.0<--- 0 THRU Camino Tass

RIGHT O OO OO OO 1.1 1.1 1.1 - 4 LEFT SPLIT PHASE?

V O 413 69
LEFT THRU RIGHT

STREET NAME: Highland Rd. SPLIT PHASE? N

-			2 PHASE SIG	GNAL			
920	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) T + R	69 413	69 413 482	1800 1800 1800	0.0383 0.2294 0.2678	0.2678	
SB	THRU (T) LEFT (L) T + L	196 741	196 741 937	1800 1800 1800	0.1089 0.4117 0.5206	0.4117	
WB	RIGHT (R) LEFT (L) T + R + L	56 4	56 4 60	1800 1800 1800	0.0311 0.0022 0.0333	0.0333	
TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:						0.71 C	

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: PM Year 2010 With Project FILE 29133-1 RIGHT THRU LEFT 0 190 490 NORTH 0.0 1.1 1.1 1.1 ---LEFT 62 RIGHT STREET NAME: Camino Tass 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU 0.0 1.1 1.1 0 --- 0.0 5 LEFT SPLIT PHASE? RIGHT 0 443 62 LEFT THRU RIGHT

	STREET NA	ME: Highl	and Rd.	SPL	IT PHASE?	N
			2 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) T + R	62 443	62 443 505	1800 1800 1800	0.0344 0.2461 0.2806	0.2806
SB	THRU (T) LEFT (L) T + L	190 490	190 490 680	1800 1800 1800	0.1056 0.2722 0.3778	0.2722
WB	RIGHT (R) LEFT (L) T + R + L	62 5	62 5 67	1800 1800 1800	0.0344 0.0028 0.0372	0.0372
	TOTAL VOI	UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.59 A

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE COUNT DATE/TIME: PEAK HOUR: FIL CONDITION : AM Year 2010 No Project FIL FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 0.0 0.0 0.0 0.0 0 RIGHT STREET NAME: Dublin Extn. THRU 414 ---> 2.0 (NO. OF LANES) 2.0<--- 1406 THRU RIGHT 2.0 0.0 1.0 2.0 -- 1122 LEFT SPLIT PHASE? 1169 0 788 LEFT THRU RIGHT

	STREET NA	ME: Airwa	ay Blvd.	SPL	IT PHASE?	N
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	788 1169	171 * 1169	1650 3000	0.1036 0.3897	0.3897
EB	RIGHT (R) THRU (T)	662 414	19 * 414	1650 3300	0.0115 0.1255	0.1255
WB	THRU (T) LEFT (L)	1406 1122	1406 1122	3300 3000	0.4261 0.3740	0.3740
-	TOTAL VOI	0.89 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2010 With Project FILE FILE 29133-10 NORTH 0 --- 0.0 0.0 0.0 0.0 0.0 --- 0 RIGHT LEFT STREET NAME: Dublin Extn. 441 ---> 2.0 (NO. OF LANES) 2.0<--- 1430 THRU THRU RIGHT 719 -- 1.0 2.0 0.0 1.0 2.0 -- 1157 LEFT SPLIT PHASE? 1178 0 733 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	AME: Alrwa	ih Bind"	SPLIT PHASE? N				
	4 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	733 1178	97 * 1178	1650 3000	0.0588 0.3927	0.3927		
EB	RIGHT (R) THRU (T)	719 441	71 * 441	1650 3300	0.0430 0.1336	0.1336		
WB	THRU (T) LEFT (L)	1430 1157	1430 1157	3300 3000	0.4333 0.3857	0.3857		
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.91 INTERSECTION LEVEL OF SERVICE: E							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2201 COUNT DATE/TIME:	Airway Blvd. and Du	ublin Extn. LIVERMO	RE
	Year 2010 No Project		FILE 29133-10
	RIGHT THRU LEFT		^
^		^	NORTH
LEFT 0 0.0	<0.0 0.0 0.0 0.0 0.	.0 - 0 RIGHT	amperm vista.
THRU 1832> 2.0	(NO. OF LANES) 2.		STREET NAME: Dublin Extn.
RIGHT 547 — 1.0 v	2.0 0.0 1.0 2. <	.0 — 1075 LEFT	SPLIT PHASE? N
STREET NAME:	Airway Blvd.	SPLIT PHASE? N	

	011451 14						_
			4 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	760 449	169 * 449	1650 3000	0.1024 0.1497	0.1497	
EB	RIGHT (R) THRU (T)	547 1832	300 * 1832	1650 3300	0.1818 0.5552	0.5552	
WB	THRU (T) LEFT (L)	193 1075	193 1075	3300 3000	0.0585 0.3583	0.3583	
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			1.06 F	

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
COUNT DATE/TIME: PEAK HOUR: FILE
CONDITION: PM Year 2010 With Project FILE FILE 29133-10 RIGHT THRU LEFT NORTH 0 -- 0.0 0.0 0.0 0.0 0.0 -- 0 RIGHT TEET STREET NAME: Dublin Extn. THRU 1776 ---> 2.0 (NO. OF LANES) 2.0<--- 239 THRU RIGHT 468 -- 1.0 2.0 0.0 1.0 2.0 -- 1036 LEFT SPLIT PHASE? 496 0 767 LEFT THRU RIGHT

	STREET	NAME: Airv	way Blvd.	SPL	IT PHASE?	N	
			4 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R LEFT (L)	() 767 496	197 * 496	1650 3000	0.1194 0.1653	0.1653	
EB	RIGHT (R THRU (T)	1) 468 1776	195 * 1776	1650 3300	0.1182 0.5382	0.5382	
WB	THRU (T) LEFT (L)	239 1036	239 1036	3300 3000	0.0724 0.3453	0.3453	
		OLUME-TO-CAS CTION LEVEL	OF SERVICE:			1.05 F	icilicin.an

\* ADJUSTED FOR RIGHT TURN ON RED

AM Year 2010 No Project

FILE 29133-10

1.0 . 1.0 0.0 LEFT 1302 -0 RIGHT STREET NAME: 1-680 NB Off 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU SPLIT PHASE? LEFT 1.0 1.0 0.0 1.0

LEFT THRU RIGHT STREET NAME: Village Pkwy.

SPLIT PHASE? N

	4 PHASE SIGNAL								
382	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	THRU (T) LEFT (L)	30	30 3	1650 1650	0.0182 0.0018	0.0018			
SB	RIGHT (R) THRU (T)	894 229	229	1650 1650	0.0000 0.1388	0.1388			
EB	RIGHT (R) LEFT (L)	120 1302	117 * 1302	1650 1650	0.0709 0.7891	0.7891			

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

10/9/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project FILE 29133-10 NORTH 1.0 1.0 0.0

0 ---> 0.0 (NO. OF LANES) 0.0<-0 THRU 0 LEFT SPLIT PHASE? 1.0 1.0 0.0 0.0 --LEFT THRU RIGHT

STREET NAME: Village Pkwy.

SPLIT PHASE? N

			4 PHASE SIG	NAL			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	32 4	32 4	1650 1650	0.0194 0.0024	0.0024	
SB	RIGHT (R) THRU (T)	889 226	0 * 226	1650 1650	0.0000	0.1370	
EB	RIGHT (R) LEFT (L)	110 1295	106 * 1295	1650 1650	0.0642 0.7848	0.7848	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION : PM Year 2010 No Project FILE 29133-10 NORTH 1.0 1.0 1.0 0.0 0.0 0 RIGHT 0 THRU 0 ---> 0.0 (NO. OF LANES) 0-0<---SPLIT PHASE? LEFT 24 175 0 LEFT THRU RIGHT

SPLIT PHASE? N Village Pkwy. STREET NAME:

22.00.00			4 PHASE SIC	NAL			
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	175 24	175 24	1650 1650	0.1061 0.0145	0.0145	
SB	RIGHT (R) THRU (T)	225 192	0 *	1650 1650	0.0000 0.1164	0.1164	
EB	RIGHT (R) LEFT (L)	81 1692	57 * 1692	1650 1650	0.0345 1.0255 *	* 1.0255	
						1 16	

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT NORTH 1.0 1.0 0.0 0.0 ---1.0 LEFT 1788 ---0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU 1.0 0.0 1.0 0.0 -0 LEFT SPLIT PHASE? 29 176 0 LEFT THRU RIGHT

	STREET NA	ME: Villa	ge Pkwy.	SPL:	IT PHASE?	N				
			4 PHASE SIC	SNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	THRU (T) LEFT (L)	176 29	176 29	1650 1650	0.1067 0.0176	0.0176				
SB	RIGHT (R) THRU (T)	231 348	0 * 348	1650 1650	0.0000 0.2109	0.2109				
EB	RIGHT (R) LEFT (L)	154 1788	125 * 1788	1650 1650	0.0758 1.0836 *	* 1.0836				
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.31 INTERSECTION LEVEL OF SERVICE: F									

\*\* APPROACHING OR EXCEEDING CAPACI \* ADJUSTED FOR RIGHT TURN ON RED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

0.35

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: AM Year 2010 No Project FILE 29133-10 FILE 29133-10

RIGHT THRU LEFT NORTH 2.1 -- 259 RIGHT 1.1 2.1 1.0 1.1 LEFT STREET NAME: Old Ranch Rd. THRU 4 ---> 1.1 (NO. OF LANES) 1.1<--- 0 THRU 1.1 2.2 1.1 RIGHT 1.0 --- 109 SPLIT PHASE? LEFT THRU RIGHT

STREET	NAME:	Alcosta	Blvd.	SPLIT	PHASE?	N

-			2 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	59 318 6	59 318 6 377 324 383	1800 3600 1800 3600 3600 3600	0.0328 0.0883 0.0033 0.1047 0.0900 0.1064	0.1064		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 245 254	0 245 254 245	1800 3600 1800 3600	0.0000 0.0681 0.1411 0.0681	0.1411		
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	5 4 4	5 4 4 9 8 13	1800 1800 1800 1800 1800 1800	0.0028 0.0022 0.0022 0.0050 0.0044 0.0072	0.0072		
WB	RIGHT (R) THRU (T) LEFT (L) T + R	259 0 109	5 * 0 109 5	3273 1800 1800 3273	0.0015 0.0000 0.0606 0.0015	0.0606		
	TOTAL VOLUME-TO-CAPACITY RATIO: - 0.32 INTERSECTION LEVEL OF SERVICE: A							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : AM Year 2010 With Project FILE 29133-10

RIGHT THRU LEFT NORTH 1.1 2.1 1.0 LEFT 1.1 2.1 --- 346 RIGHT 7 ---> 1.1 (NO. OF LANES) 1.1<---0 THRU Old Ranch Rd. THRU 1.1 2.2 1.1 1.0 - 314 LEFT SPLIT PHASE? RIGHT 6 319 160 LEFT THRU RIGHT

	STREET NA	ME: Alco:	sta Blvd.	SPL	IT PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	160 319 6	160 319 6 479 325 485	1800 3600 1800 3600 3600 3600	0.0889 0.0886 0.0033 0.1331 0.0903 0.1347	0.1347
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 234 276	0 234 276 234	1800 3600 1800 3600	0.0000 0.0650 0.1533 0.0650	0.1533
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	6 7 2	6 7 2 13 9	1800 1800 1800 1800 1800 1800	0.0033 0.0039 0.0011 0.0072 0.0050 0.0083	0.0083
WB	RIGHT (R) THRU (T) LEFT (L) T + R	346 0 314	70 * 0 314 70	3273 1800 1800 3273	0.0214 0.0000 0.1744 0.0214	0.1744

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

0.47

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: PM Year 2010 No Project FILE 29133-1 FILE 29133-10 RIGHT THRU LEFT NORTH

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: Old Ranch Rd. 1.1<--- 2 THRU THRU 3 ---> 1.1 (NO. OF LANES) 1.1 1.1 2.2 1.1 1.0 ---63 LEFT SPLIT PHASE? 18 350 91 LEFT THRU RIGHT

Alcosta Blvd. SPILTT PHASE? N STREET NAME: 2 PHASE SIGNAL ADJUSTED VOLUME\* ORIGINAL VOLUME CRITICAL V/C MOVEMENT CAPACITY 0.0506 0.0972 0.0100 0.1225 0.1022 0.1275 1800 3600 1800 3600 3600 3600 NB RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + RIGHT (R) THRU (T) LEFT (L) T + R 0.1811 0.1811 RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L 1800 1800 1800 1800 1800 1800 EB 0.0011 0.0039 RIGHT (R) THRU (T) 0.0000 0.0011 0.0350 0.0006 LHRU (T) LEFT (L) T + R 0.0350

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2010 With Project FILE 29133-10 RIGHT

THRU 325 NORTH 1.1 2.1 1.0 LEFT 1.1 2.1 --- 313 RIGHT STREET NAME: 5 ---> 1.1 (NO. OF LANES) 1.1<---3 THRU THRU Old Ranch Rd. 1.1 2.2 1.1 1.0 -- 160 LEFT SPLIT PHASE? RIGHT

	STREET NA	ME: Alcos	ta Blvd.	SPL	IT PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	261 350 27	261 350 27 611 377 638	1800 3600 1800 3600 3600 3600	0.1450 0.0972 0.0150 0.1697 0.1047 0.1772	0.1772
SB	RIGHT (R) THRU (T) LEFT (L) T + R	325 375	2 325 375 327	1800 3600 1800 3600	0.0011 0.0903 0.2083 0.0908	0.2083
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	3 5 1	3 5 1 8 6 9	1800 1800 1800 1800 1800 1800	0.0017 0.0028 0.0006 0.0044 0.0033 0.0050	0.0050
WB	RIGHT (R) THRU (T) LEFT (L) T + R	313 3 160	0 * 3 160 3	3273 1800 1800 3273	0.0000 0.0017 0.0889 0.0009	0.0889
		UME-TO-CAPA	CITY RATIO: F SERVICE:	* · · · · · · · · · · · · · · · · · · ·		0.48 A

\* ADJUSTED FOR RIGHT TURN ON RED

SPLIT PHASE?

0.64

0 LEFT

0.71

10/9/92

	STREET NA	ME: Dough	nerty Rd.	SPL.	IT PHASE?	N
-			4 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	398 320	398 320	4950 1650	0.0804 0.1939	0.1939
SB	RIGHT (R) THRU (T) T + R	277 1300	277 1300 1577	1650 4950 4950	0.1679 0.2626 0.3186	0.3186
EB	RIGHT (R) LEFT (L)	647 85	327 * 85	1650 1650	0.1982 0.0515	0.1982
_						

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2280 Dougherty Rd. and Amade COUNT DATE/TIME:
CONDITION: AM Year 2010 With Project Dougherty Rd. and Amador Valley DUBLIN PEAK HOUR: FILE 29133-10 NORTH 1.1 3.1 0.0 0.0 1.0 0 RIGHT STREET NAME: Amador Valley 0.0 (NO. OF LANES) 0.0<----0 THRU 1.0 3.0 0.0 SPLIT PHASE? 1.0 LEFT RIGHT 594 -359 952 0 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

4 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	THRU (T) LEFT (L)	952 359	952 359	4950 1650	0.1923 0.2176	0.2176				
SB	RIGHT (R) THRU (T) T + R	490 2233	490 2233 2723	1650 4950 4950	0.2970 0.4511 0.5501	0.5501				
EB	RIGHT (R) LEFT (L)	594 179	235 * 179	1650 1650	0.1424 0.1085	0.1424				

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2280 Dougherty Rd. and Ame COUNT DATE/TIME: CONDITION : PM Year 2010 No Project Dougherty Rd. and Amador Valley DUBLIN PEAK HOUR: FILE 29133-10 NORTH 1.1 3.1 0.0 STREET NAME: Amador Valle 0 THRU 0 ---> 0.0 (NO. OF LANES)

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

1.0 3.0 0.0

609 1333 0 LEFT THRU RIGHT SPLIT PHASE? N Dougherty Rd. STREET NAME: 4 PHASE SIGNAL CRITICAL ORIGINAL VOLUME ADJUSTED VOLUME\* V/C RATIO MOVEMENT CAPACITY 0.2693 THRU (T) LEFT (L) 1333 NB 0.3691 RIGHT (R) THRU (T) T + R 0.1295 0.0000 EB RIGHT (R) LEFT (L) 0.1430

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

	,	our 1		010110	,,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
INTERS				Doughe	erty Ro	d. and	Amac		alley			
CONDIT		TIPE	PM	Year 2	2010 W	ith Pro	ject				FILE 2	29133-10
				RIGHT	THRU 1227	LEFT					^	
		^			1	1		^			NOR	гн
LEFT	467		1.0	1.1	3.1	0.0	0.0	1	0	RIGHT	CTDFF	T NAME:
THRU	0	>	0.0	(NO.	OF LA	NES)	0.0	<	0	THRU		or Valle
RIGHT	410		1.0	1.0 <	3,0   	0.0   	0.0	· v	0	LEFT	SPLIT	PHASE?
				_								

		LEF.	I THRU KIGH	11.							
	STREET NA	ME: Dough	nerty Rd.	SPL:	IT PHASE?	N					
	4 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	THRU (T) LEFT (L)	2449 517	2449 517	4950 1650	0.4947 0.3133	0.3133					
SB	RIGHT (R) THRU (T) T + R	211 1227	211 1227 1438	1650 4950 4950	0.1279 0.2479 0.2905	0.2905					
EB	RIGHT (R) LEFT (L)	410 467	0 <b>*</b> 467	1650 1650	0.0000 0.2830	0.2830					
2000		LUME-TO-CAPA	ACITY RATIO	:		0.89	W-24.00				

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2010 No Project FILE 29133-10 RIGHT THRU LEFT 1.0 1.0 0.0 1.0 1.0 163 RIGHT LEFT 34 ---> 1.0 (NO. OF LANES) 1.0<---56 THRU THRU SPLIT PHASE? 0.0 0.0 0.0 0.0 O LEFT RIGHT 0.0 LEFT THRU RIGHT

	STREET NA	ME: Amado	or Plaza	SPL	IT PHASE?	N
			3 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	291 763	264 * 763	1720 1720	0.1535 0.4436	0.4436
ЕВ	THRU (T) LEFT (L)	34 27	34 27	1720 1720	0.0198 0.0157	0.0157
WB	RIGHT (R) THRU (T)	163 56	0 * 56	1720 1720	0.0000 0.0326	0.0326
		UME-TO-CAPA	ACITY RATIO			0.49 A

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2010 With Project FILE 29133-10 NORTH > 1.0 --- 139 RIGHT 1.0 1.0 0.0 1.0 LEFT 38 ---> 1.0 (NO. OF LANES) 1.0<--- 60 THRU THRU < 0.0 0.0 0.0 ~ 0.0 0.0 RIGHT 0.0 0.0 ---0 LEFT SPLIT PHASE? 0 0 0 LEFT THRU RIGHT STREET NAME: Amador Plaza SPLIT PHASE? N

	3 PHASE SIGNAL										
-3-6-1	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
SB	RIGHT (R) LEFT (L)	276 842	246 * 842	1720 1720	0.1430 0.4895	0.4895					
EB	THRU (T) LEFT (L)	38 30	38 30	1720 1720	0.0221 0.0174	0.0174					
WB	RIGHT (R) THRU (T)	139 60	0 * 60	1720 1720	0.0000	0.0349					
	TOTAL VOI	0.54 A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	ECTION 22		Amado	Plaz	a and	I-68		Off EAK H	DUBLIN	
CONDIT			Year 2	2010 N	o Proje	ect				FILE 29133-10
	^		RIGHT 163	THRU	LEFT 852		^			NORTH
LEFT THRU	179 <del></del>		1.0		1.0	1.0		192 24	RIGHT THRU	STREET NAME: I-680 SB Off
RIGHT	0 <del></del>	0.0	0.0 <	0.0 I THRU	0.0   	0.0	^ 	0	LEFT	SPLIT PHASE?
								T. D. (1		

	STREET N	AME: Amado	or Plaza	SPL:	T PHASE?	N	
			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	163 852	0 * 852	1720 1720	0.0000 0.4953	0.4953	
ЕВ	THRU (T) LEFT (L)	234 179	234 179	1720 1720	0.1360 0.1041	0.1360	
WB	RIGHT (R) THRU (T)	192 24	0 * 24	1720 1720	0.0000 0.0140		
		LUME-TO-CAPA TION LEVEL C				0.63 B	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT 169 0 848 NORTH 1.0 0.0 1.0 1.0 -- 148 RIGHT STREET NAME: I-680 SB Off THRU 240 ---> 1.0 (NO. OF LANES) 1.0<--- 19 THRU SPLIT PHASE? RIGHT <---> 0 LEFT 0 0 0 LEFT THRU RIGHT

	SIREEI	INNERCE MIN	adot Flata	3	EDIT EUROP:	TA .	
-			3 PHASE :	SIGNAL			
	MOVEMENT	ORIGINA VOLUME			V/C Y RATIO	CRITICAL V/C	
SB	RIGHT (F LEFT (L)		848	* 1720 1720	0.0000 0.4930	0.4930	
EB	THRU (T) LEFT (L)	240 186	240 186	1720 1720	0.1395 0.1081	0.1395	
WB	RIGHT (E		0 19	* 1720 1720	0.0000 0.0110		
-			APACITY RAT			0.63 B	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

FILE 29133-10

10/9/92

RIGHT THRU LEFT 0 1197 379 NORTH 0.0 0.0 3.0 1.0 1.0 197 RIGHT LEFT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU SPLIT PHASE? 2 LEFT RIGHT LEFT THRU RIGHT

	STREET NA	ME: Dough	nerty Rd.	SPL.	IT PHASE?	N					
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	38 297	36 * 297	1720 5160	0.0209 0.0576	0.0576					
SB	THRU (T) LEFT (L)	1197 379	1197 379	5160 1720	0.2320 0.2203	0.2203					
WB	RIGHT (R) LEFT (L)	197 2	0 * 2	1720 1720	0.0000 0.0012	0.0012					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

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INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME:
CONDITION: AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 0 2029 434

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

NORTH 0.0 3.0 1.0 1.0 - 429 RIGHT 0\_0 LEFT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU 0.0 3.0 1.0 1.0 -1 LEFT SPLIT PHASE? 0.0 RIGHT 0 605 41 LEFT THRU RIGHT

STREET				 PHASE?	
			SIGNAL	 	

	3 PRASE STORAL									
0000	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	41 605	40 * 605	1720 5160	0.0233 0.1172					
SB	THRU (T) LEFT (L)	2029 434	2029 434	5160 1720	0.3932 0.2523	0.3932				
WB	RIGHT (R) LEFT (L)	429 1	0 * 1	1720 1720	0.0000	0.0006				
200000	TOTAL VOLUME-TO-CAPACITY RATIO: 0.39 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	CTION 2290 ATE/TIME: ON : PM	Dougherty R Year 2010 N		P	.W. EAK H	DUBLIN OUR:	FILE 29133-10
	^	RIGHT THRU 0 447	LEFT	' ^			NORTH
LEFT	0 0.0			1.0	667 0	RIGHT THRU	STREET NAME: S.P. R.O.W.
RIGHT	0.0	<del>0.0</del> 3.0	1.0	1.0	0	LEFT	SPLIT PHASE?
		0 912 LEFT THRU	151 RIGHT		TO DU	ACES N	

	STREET NA	ME: Douge	iercy ra.	JE D.	ti tismo.					
100000	3 PHASE SIGNAL									
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	151 912	151 912	1720 5160	0.0878	0.1767				
SB	THRU (T) LEFT (L)	447 253	447 253	5160 1720	0.0866 0.1471	0.1471				
WB	RIGHT (R) LEFT (L)	667	414 *	1720 1720	0.2407	0.2407				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.56 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 2290 Dougherty Rd. and S.P. COUNT DATE/TIME:
CONDITION: PM Year 2010 With Project Dougherty Rd. and S.P. R.O.W. DUBLIN PEAK HOUR: FILE 29133-1 RIGHT THRU LEFT 0 1052 317 NORTH 0.0 3.0 1.0 1.0 --- 1112 RIGHT 0.0 LEFT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 1.0 --- 100 LEFT SPLIT PHASE? RIGHT 0.0 3.0 1.0 0 1476 139 LEFT THRU RIGHT

	STREET NA	ME: Dough	erty Ra.	SPL.	IT PHASE?	N				
	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	139 1476	39 * 1476	1720 5160	0.0227 0.2860	0.2860				
SB	THRU (T) LEFT (L)	1052 317	1052 317	5160 1720	0.2039 0.1843	0.1843				
WB	RIGHT (R) LEFT (L)	1112 100	795 * 100	1720 1720	0.4622 0.0581	0.4622				
		UME-TO-CAPA	CITY RATIO:			0.93				

\* ADJUSTED FOR RIGHT TURN ON RED

-										
	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	19 398	0 * 398	1720 1720	0.0000 0.2314	0.2314				
EB	THRU (T) LEFT (L)	597 56	597 56	5160 1720	0.1157 0.0326	0.0326				
WB	RIGHT (R) THRU (T)	143 3792	3792 *	1720 5160	0.0000 0.7349	0.7349				
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.00 INTERSECTION LEVEL OF SERVICE: E									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN PEAK HOUR: FILE 29133-10 COUNT DATE/TIME: AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 26 0 449 NORTH

LEFT 213 -- 1.0 1.0 0.0 1.0 1.0 -- 217 RIGHT STREET NAME: THRU 562 --> 3.0 (NO. OF LANES) 3.0<-- 3682 THRU Dublin Extn. Dublin Extn. RIGHT 0 -- 0.0 0.0 0.0 0.0 0.0 -- 0 LEFT SPLIT PHASE? N

	< ^ -	>	1
Δ		,	<b>V</b>
		1	
	LEFT THRU F	STGHT	
	DDI I IIIIO I	COM	
STREET NAME:	S.P. R.O.W.		SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	26 449	0 * 449	1720 1720	0.0000 0.2610	0.2610				
EB	THRU (T) LEFT (L)	562 213	562 213	5160 1720	0.1089 0.1238	0.1238				
WB	RIGHT (R) THRU (T)	217 3682	0 * 3682	1720 5160	0.0000 0.7136	0.7136				
2000	TOTAL VOLUME-TO-CAPACITY RATIO: 1.10 INTERSECTION LEVEL OF SERVICE: F									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2291 COUNT DATE/TIME:	S.P. R.O.W. and	Dublin Extn. DUBLIN						
	Year 2010 No Proj		FILE 29133-10					
	RIGHT THRU LEFT		^					
^		^	NORTH					
LEFT 361 1.0	1.0 0.0 1.0	1.0 306 RIGHT	STREET NAME:					
THRU 1685> 3.0	(NO. OF LANES)	3.0< 1262 THRU	Dublin Extn.					
RIGHT 0 - 0.0	<	0.0 O LEFT	SPLIT PHASE?					
	LEFT THRU RIGHT							
STREET NAME:	STREET NAME: S.P. R.O.W. SPLIT PHASE? N							

	3 PHASE SIGNAL									
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
SB	RIGHT (R) LEFT (L)	9 395	0 * 395	1720 1720	0.0000 0.2297	0.2297				
EB	THRU (T) LEFT (L)	1685 361	1685 361	5160 1720	0.3266 0.2099	0.2099				
WB	RIGHT (R) THRU (T)	306 1262	0 *	1720 5160	0.0000 0.2446	0.2446				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.68 INTERSECTION LEVEL OF SERVICE: B									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET N	AME: S.P.	R.O.W.	SPL	IT PHASE?	N
			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	17 439	0 * 439	1720 1720	0.0000 0.2552	0.2552
EB	THRU (T) LEFT (L)	1496 752	1496 752	5160 1720	0.2899 0.4372	0.4372
WB	RIGHT (R) THRU (T)	360 1200	1200 *	1720 5160	0.0000 0.2326	0.2326
		LUME-TO-CAPA				0.93

\* ADJUSTED FOR RIGHT TURN ON RED

	DATE/TIME:	San Ramon Ro		* P:	lvd. EAK H	DUBLIN OUR:	FILE 29133-10
		RIGHT THRU 156 861	LEFT 146	^			NORTH
LEFT	271 — 2. 123 —> 2.					RIGHT THRU	STREET NAME: Dublin Blvd.
RIGHT	362 1.	2.0 3.0	2.0	2.0 <del></del>	767	LEFT	SPLIT PHASE?
		413 372 LEFT THRU	725 RIGHT		TO DU	aces at	

	STREET NA	ME: San	Ramon Ro.	3PL.	SPLII PRASE: N					
26-94	8 PHASE SIGNAL									
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	725 372 413	303 * 372 413	3000 4950 3000	0.1010 0.0752 0.1377	0.1377				
SB	RIGHT (R) THRU (T) LEFT (L)	156 861 146	7 * 861 146	1650 4950 3000	0.0042 0.1739 0.0487	0.1739				
EB	RIGHT (R) THRU (T) LEFT (L) T + L	362 123 271	135 * 123 271 394	1650 3300 3000 4650	0.0818 0.0373 0.0903 0.0847	0.0903				
WB	RIGHT (R) THRU (T) LEFT (L)	224 285 767	144 * 285 767	1650 1650 3000	0.0873 0.1727 0.2557	0.2557				
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.66 INTERSECTION LEVEL OF SERVICE:									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92									
INTERSI COUNT I	FILE 29133-10								
	^	RIGHT 151	THRU LEFT 861 146	A		) NORTH			
LEFT THRU	207 :		3.0 2.0	1.0 271	RIGHT THRU	STREET NAME: Dublin Blvd.			
RIGHT	410 i	1.0 < 2.0 <	3.0 2.0           	2.0 — 1367 V	LEFT	SPLIT PHASE?			

OTTOD TOTAL									
8 PHASE SIGNAL									
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	RIGHT (R) THRU (T) LEFT (L)	725 372 413	0 * 372 413	3000 4950 3000	0.0000 0.0752 0.1377	0.1377			
SB	RIGHT (R) THRU (T) LEFT (L)	151 861 146	37 * 861 146	1650 4950 3000	0.0224 0.1739 0.0487	0.1739			
EB	RIGHT (R) THRU (T) LEFT (L) T + L	410 112 207	183 * 112 207 319	1650 3300 3000 4650	0.1109 0.0339 0.0690 0.0686	0.1109			
WB	RIGHT (R) THRU (T) LEFT (L)	271 362 1367	191 * 362 1367	1650 1650 3000	0.1158 0.2194 0.4557	0.4557			
TOTAL VOLUME-TO-CAPACITY RATIO: 0.8 INTERSECTION LEVEL OF SERVICE:									

STREET NAME: San Ramon Rd. SPLIT PHASE? N

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

TERSECTION 2301	San Ramon Rd. and Dublin Blvd. DUBLIN PEAK HOUR:	
DITION : PM	Year 2010 No Project	FILE 29133-10
	RIGHT THRU LEFT 125 739 222	^
^	^	NORTH
	< V>	

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

LEFT 253 — 2.1 (NO. OF LANES) 1.0 — 199 RIGHT

THRU 323 —> 2.1 (NO. OF LANES) 1.0 — 272 THRU Dublin Blvd.

RIGHT 463 — 1.0 2.0 3.0 2.0 2.0 — 1333 LEFT SPLIT PHASE?

400 889 1098

LEFT THRU BIGHT

	STREET	NAME: San	Ramon Rd.	SPLIT PHASE? N						
-	8 PHASE SIGNAL									
ear solitable	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R THRU (T) LEFT (L)	1098 889 400	365 * 889 400	3000 4950 3000	0.1217 0.1796 0.1333	0.1333				
SB	RIGHT (R THRU (T) LEFT (L)	125 739 222	0 * 739 222	1650 4950 3000	0.0000 0.1493 0.0740	0.1493				
EB	RIGHT (R THRU (T) LEFT (L) T + L	463 323 253	243 * 323 253 576	1650 3300 3000 4650	0.1473 0.0979 0.0843 0.1239	0.1473				
WB	RIGHT (F THRU (T) LEFT (L)	199 272 1333	77 * 272 1333	1650 1650 3000	0.0467 0.1648 0.4443	0.4443				
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87 INTERSECTION LEVEL OF SERVICE: D										

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN PEAK HOUR: FILE 29133-10

RIGHT THRU LEFT 125 739 222 NORTH

LEFT 259 - 2.1 1.0 3.0 2.0 1.0 - 197 RIGHT

THRU 403 -> 2.1 (NO. OF LANES) 1.0<-- 280 THRU Dublin Blvd.

RIGHT 463 - 1.0 2.0 3.0 2.0 2.0 - 1333 LEFT SPLIT PHASE?

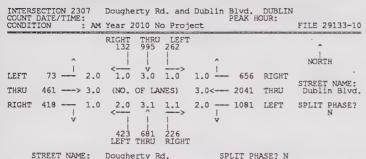
V 414 889 1280 LEFT THRU RIGHT

	STREET	NAME:	:: San Ramon Rd. SPLIT PHASE? N					N				
-	8 PHASE SIGNAL											
	MOVEMENT		GINAL LUME	ADJU. VOL			CAPACIT		V/C ATIO	CI	RITICAL V/C	
NB	RIGHT (F THRU (T) LEFT (L)		1280 889 414	8	47 89 14	*	3000 4950 3000	0.	1823 1796 1380		0.1380	NOTES AND ADDRESS.
SB	RIGHT (F THRU (T) LEFT (L)	1	125 739 222		0 39 22	*	1650 4950 3000	0.	0000 1493 0740		0.1493	
EB	RIGHT (I THRU (T LEFT (L) T + L	)	463 403 259	4 2	35 03 59 62	*	1650 3300 3000 4650	0.	1424 1221 0863 1424		0.1424	
WB	RIGHT (I THRU (T LEFT (L		197 280 1333		80	*	1650 1650 3000	0.	0455 1697 4443		0.4443	******
	TOTAL INTERS			PACITY OF SER							0.87 D	

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/9/92



			10101 1101	01021 110001 11			
			6 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	226 681 423	226 681 423 907	1650 4950 3000 4950	0.1370 0.1376 0.1410 0.1832	0.1410	
SB	RIGHT (R) THRU (T) LEFT (L)	132 995 262	92 * 995 262	1650 4950 1650	0.0558 0.2010 0.1588	0.2010	
EB	RIGHT (R) THRU (T) LEFT (L)	418 461 73	185 * 461 73	1650 4950 3000	0.1121 0.0931 0.0243	0.1121	
WB	RIGHT (R) THRU (T) LEFT (L)	656 2041 1081	394 * 2041 1081	1650 4950 3000	0.2388 0.4123 0.3603	0.3603	
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.81 INTERSECTION LEVEL OF SERVICE: D						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

. CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 391 1394 395 NORTH LEFT 163 --- 2.0 1.0 3.0 1.0 1.0 --- 781 RIGHT THRU 503 ---> 3.0 (NO. OF LANES) 3.0<--- 2332 THRU RIGHT 426  $\longrightarrow$  1.0 2.0 3.1 1.1 2.0  $\longrightarrow$  579 LEFT SPLIT PHASE?

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	152 681 563	152 681 563 833	1650 4950 3000 4950	0.0921 0.1376 0.1877 0.1683	0.1877
SB	RIGHT (R) THRU (T) LEFT (L)	391 1394 395	301 * 1394 395	1650 4950 1650	0.1824 0.2816 0.2394	0.2816
EB	RIGHT (R) THRU (T) LEFT (L)	426 503 163	116 * 503 163	1650 4950 3000	0.0703 0.1016 0.0543	0.0543
WB	RIGHT (R) THRU (T) LEFT (L)	781 2332 579	386 * 2332 579	1650 4950 3000	0.2339 0.4711 0.1930	0.4711
- Doglins		UME-TO-CAPA				0.99 E

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2307	Dougherty Rd. and	Dublin Blvd. DUBLI PEAK HOUR:	И
	Year 2010 No Proj		FILE 29133-10
^	RIGHT THRU LEFT 54 885 462	^	NORTH
LEFT 194 — 2.0 THRU 1168 —> 3.0	1.0 3.0 1.0 (NO. OF LANES)		STREET NAME: Dublin Blvd.
RIGHT 736 — 1.0	633 768 413	2.0 547 LEFT	SPLIT PHASE? N
CTDDDT NAME .	LEFT THRU RIGHT	א כבודת העאכבי או	

	STREET NA	ME: Dougl	nerty Rd.	SPL.	IT PHASE?	N	
			6 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	413 768 633	413 768 633 1181	1650 4950 3000 4950	0.2503 0.1552 0.2110 0.2386	0.2503	
SB	RIGHT (R) THRU (T) LEFT (L)	54 885 462	0 * 885 462	1650 4950 1650	0.0000 0.1788 0.2800	0.2800	
EB	RIGHT (R) THRU (T) LEFT (L)	736 1168 194	388 * 1168 194	1650 4950 3000	0.2352 0.2360 0.0647	0.2360	
WB	RIGHT (R) THRU (T) LEFT (L)	370 607 547	0 * 607 547	1650 4950 3000	0.0000 0.1226 0.1823	0.1823	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.95 E	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9.							
INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PEAK HOUR:							
	Year 2010 With Pro		FILE 29133-10				
	RIGHT THRU LEFT 85 885 659		^				
•		^	NORTH				
LEFT 302 2.0	1.0 3.0 1.0	1.0 443 RIGHT	STREET NAME:				
THRU 1198> 3.0	(NO. OF LANES)	3.0< 510 THRU	Dublin Blvd.				
RIGHT 892 1.0	2.0 3.1 1.1	2.0 517 LEFT v	SPLIT PHASE?				
	655 1000 396 LEFT THRU RIGHT						

	STREET N	AME: Doug!	nerty Rd.	SPL	IT PHASE?	N	
			6 PHASE SIC	SNAL			-
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	396 1000 655	396 1000 655 1396	1650 4950 3000 4950	0.2400 0.2020 0.2183 0.2820	0.2820	
SB	RIGHT (R) THRU (T) LEFT (L)	85 885 659	0 * 885 659	1650 4950 1650	0.0000 0.1788 0.3994	0.3994	
EB	RIGHT (R) THRU (T) LEFT (L)	892 1198 302	532 * 1198 302	1650 4950 3000	0.3224 0.2420 0.1007	0.3224	
WB	RIGHT (R) THRU (T) LEFT (L)	443 510 517	0 * 510 517	1650 4950 3000	0.0000 0.1030 0.1723	0.1723	
	TOTAL VO	LUME-TO-CAPA TION LEVEL (	ACITY RATIO: DF SERVICE:			1.18 F	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2010 No Project FILE FILE 29133-10

RIGHT THRU LEFT 1175 1606 0 NORTH (1.9 2.0 0.0) 2.0 1 703 RIGHT 0.0 LEFT STREET NAME: I-580 WB Off 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 515 LEFT SPLIT PHASE? RIGHT

	STREET NA	ME: Dougl	nerty Rd.	SPL:	IT PHASE?	N	
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	557 1027	557 1027	1800 5400	0.3094 0.1902		
SB	RIGHT (R) THRU (T)	1175 1606	1175 1606	1800 3600	0.6528 0.4461	0.4461	
WB	RIGHT (R) LEFT (L)	703 515	3 *\$ 515	3273 3273	0.0009 0.1573	0.1573	
23000	TOTAL VOI	0.60 A					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

0.62

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 1016 1671 0 NORTH 2.0 -1.9 2.0 0.0 0.0 -- 703 RIGHT LEFT STREET NAME: I-580 WB Off THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU RIGHT 0 --- 0.0 0.0 3.0 1.9 2.0 --- 515 LEFT SPLIT PHASE?

	V		   1027 557 THRU RIG			74
	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N
			2 PHASE SI	GNAL		
and a	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	557 1027	557 1027	1800 5400	0.3094 0.1902	
SB	RIGHT (R) THRU (T)	1016 1671	1016 1671	1800 3600	0.5644 0.4642	0.4642
WB	RIGHT (R) LEFT (L)	703 515	3 *\$ 515	3273 3273	0.0009 0.1573	0.1573

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FILE FILE 29133-10 RIGHT THRU LEFT NORTH 1 0.0 (1.9 2.0 0.0) 2.0 1 614 RIGHT LEFT STREET NAME: I-580 WB Off 0 THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---THRU 2.0 -SPLIT PHASE? 0.0 3.0 1.9 239 RIGHT 0.0

	STREET NA	ME: Dougl	herty Rd.	SPLI	IT PHASE?	N	-
			2 PHASE SIG	NAL			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	1426 1532	1426 1532	1800 5400	0.7922		
SB	RIGHT (R) THRU (T)	525 1790	525 1790	1800 3600	0.2917	0.4972	
WB	RIGHT (R) LEFT (L)	614 239	46 <b>*\$</b> 239	3273 3273	0.0141	0.0730	
	TOTAL VOL		ACITY RATIO: OF SERVICE:			0.57 A	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PM Year 2010 With Project FILE FILE 29133-10



	STREET NAME: Dougherty Rd. SPLIT PHASE? N								
	2 PHASE SIGNAL								
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C								
NB	RIGHT (R) THRU (T)	1419 1841	1419 1841	1800 5400	0.7883 0.3409				
SB	RIGHT (R) THRU (T)	936 1790	936 1790	1800 3600	0.5200 0.4972	0.4972			
WB	RIGHT (R) LEFT (L)	614 239	355 *\$ 239	3273 3273	0.1085 0.0730	0.1085			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.61 INTERSECTION LEVEL OF SERVICE: 0								

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2010 No Project FILE FILE 29133-10 RIGHT THRU LEFT 1.9 2.0 0.0 0.0 -2.0 0 RIGHT STREET NAME: I-580 EB Off 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU 0.0 3.0 1.9 0.0 -SPLIT PHASE? RIGHT 1465 -- 2.0 0 LEFT STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	282 1157	282 1157	1800 5400	0.1567 0.2143		
SB	RIGHT (R) THRU (T)	510 1629	510 1629	1800 3600	0.2833 0.4525	0.4525	
ЕВ	RIGHT (R) LEFT (L)	1465 398	994 *\$ 398	3273 3273	0.3037 0.1216	0.3037	

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

T PHASE? N

0.80

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Year 2010 With Project FILE FILE 29133-10

NORTH 1.9 2.0 0.0 0.0 LEFT 2.0 0 RIGHT STREET NAME: I-580 EB Off THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU 0.0 3.0 1.9 0.0 RIGHT 1434 -2.0 0 LEFT SPLIT PHASE? 0 1157 288

		LEFT THRU	RIGHT	
STREET	NAME:	Hopyard Rd.		SPLI

	2 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	288 1157	288 1157	1800 5400	0.1600 0.2143			
SB	RIGHT (R) THRU (T)	510 1721	510 1721	1800 3600	0.2833 0.4781	0.4781		
EB	RIGHT (R) LEFT (L)	1434 403	1055 *\$ 403	3273 3273	0.3223 0.1231	0.3223		

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TIMM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FILE FILE 29133-10 RIGHT THRU LEFT 748 1238 0 NORTH 1.9 2.0 0.0 0.0 ---2.0 0 RIGHT 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU SPLIT PHASE? - 2.0 0.0 3.0 1.9 0-0 ---LEFT RIGHT 1017 -

	STREET NA	ME: Hopy	ard Rd.	SPL	IT PHASE?	N	
	2 PHASE SIGNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	571 2630	571 2630	1800 5400	0.3172 0.4870	0.4870	
SB	RIGHT (R) THRU (T)	748 1238	748 1238	1800 3600	0.4156 0.3439		
EB	RIGHT (R) LEFT (L)	1017 332	317 *\$ 332	3273 3273	0.0969 0.1014	0.1014	
	TOTAL VOI	0.59 A					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PM Year 2010 With Project FILE FILE 29133-10 RIGHT THRU LEFT 748 1244 0 NORTH 1.9 2.0 0.0 0.0 523 --2.0 0 RIGHT 0.0 (NO. OF LANES) 0.0<---0 THRU 0.0 3.0 1.9 0.0 RIGHT 1154 -2.0 0 LEFT SPLIT PHASE? 0 2765 571 LEFT THRU RIGHT STREET NAME: Hopyard Rd. SPLIT PHASE? N

	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	571 2765	571 2765	1800 5400	0.3172 0.5120	0.5120			
SB	RIGHT (R) THRU (T)	748 1244	748 1244	1800 3600	0.4156 0.3456				
EB	RIGHT (R) LEFT (L)	1154 523	454 *\$ 523	3273 3273	0.1387 0.1598	0.1598			
-									

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON PEAK HOUR:						
CONDITIO		Year 2010 No Proj		FILE 29133-10		
	graphic and Arabic Address of the Section of the Se	RIGHT THRU LEFT 1182 1282 0		î		
	^		^	NORTH		
LEFT	0.0	1.9 3.0 0.0	2.0 551	RIGHT STREET NAME:		
THRU	0.0	(NO. OF LANES)	0.0< 0	THRU I-580 WB Off		
RIGHT	0.0	0.0 2.0 1.9 <	Į.	LEFT SPLIT PHASE?		

	STREET NA	ME: Tassa	ajara Rd.	SPL	LT PHASE?	N
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	737 1117	737 1117	1650 3300	0.4467 0.3385	0.3385
SB	RIGHT (R) THRU (T)	1182 1282	1182 1282	1650 4950	0.7164 0.2590	
WB	RIGHT (R) LEFT (L)	551 800	268 *\$ 800	3000 3000	0.0893 0.2667	0.2667
	TOTAL VOI	0.61 B				

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2322 Tassadara Rd. and I-580 WB Off PLEASANTON

10/9/92

			lassaj	ata N	a. and	T-200 MD	EAK H	OTTO .	141014
COUNT DA	N I I I I I I	AM	Year 2	010 W	ith Pro		LAK II		FILE 29133-10
	î		RIGHT 1116	V	LEFT 0	î			NORTH
LEFT	0	0.0	1.9	3.0	0.0	2.0	584	RIGHT	STREET NAME:
THRU	0>	0.0	(NO.	OF LA	NES)	0.0<	0	THRU	I-580 WB Off
RIGHT	0	0.0	1	1130	1.9   	2.0	800	LEFT	SPLIT PHASE?
STREET NAME: Tassajara Rd. SPLIT PHASE? N									

	4 PHASE SIGNAL								
360600	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	737 1130	737 1130	1650 3300	0.4467 0.3424	0.3424			
SB	RIGHT (R) THRU (T)	1116 1340	1116 1340	1650 4950	0.6764 0.2707				
WB	RIGHT (R) LEFT (L)	584 800	314 *\$ 800	3000 3000	0.1047 0.2667	0.2667			
Ti-more	TOTAL VOI	0.61 B							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON PEAK HOUR:
COUNT DATE/TIME:
CONDITION: PM Year 2010 No Project FILE

RIGHT THRU LEFT 526 1065 0 FILE 29133-10 NORTH 0 - 0.0 (-1.9 3.0 0.0 2.0 - 317 RIGHT LEFT 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0.0 2.0 1.9 2.0 — 530 LEFT 0.0 RIGHT 0 2367 866 LEFT THRU RIGHT SPLIT PHASE? N

	STREET NA	ME: Tassa	ajara Rd.	SPL	IT PHASE?	N	_		
	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	866 2367	866 2367	1650 3300	0.5248 0.7173	0.7173	_		
SB	RIGHT (R) THRU (T)	526 1065	52 <b>6</b> 1065	1650 4950	0.3188 0.2152				
WB	RIGHT (R) LEFT (L)	317 530	317 \$ 530	3000 3000	0.1057 0.1767	0.1767			
-	TOTAL VOI		0.89 D						

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	ATE/TIME:	Tassajara Rd. and Year 2010 With Pr	PEAK H	
LEFT	0 - 1 0.0	RIGHT THRU LEFT 513 1140 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	^	NORTH
THRU		(NO. OF LANES)		STREET NAME: -
RIGHT	0 0.0 V	0.0 2.0 1.9 (	Ÿ	LEFT SPLIT PHASE?
ST	REET NAME:	Tassajara Rd.	SPLIT PH	HASE? N

	4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	866 2426	866 2426	1650 3300	0.5248 0.7352	0.7352				
SB	RIGHT (R) THRU (T)	513 1140	513 1140	1650 4950	0.3109 0.2303					
WB	RIGHT (R) LEFT (L)	315 530	315 \$ 530	3000 3000	0.1050 0.1767	0.1767				
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.91 E				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION : AM Year 2010 No Project FILE FILE 29133-10 RIGHT THRU LEFT 90 1756 127 NORTH 2.0 1.9 2.0 1.0 2.0 -- 395 RIGHT 126 -> 1.0 (NO. OF LANES) 0.0<-- 0 THRU THRU RIGHT 874 --- 1.9 0.0 2.0 2.0 70 LEFT SPLIT PHASE? 0 682 451 LEFT THRU RIGHT STREET NAME: Santa Rita Rd SPLIT PHASE? N

-	STREET RATE: Salica Rica Rd SPEIT FRASE: N							
			6 PHASE SIG	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	451 682	413 * 682	3000 3300	0.1377 0.2067			
SB	RIGHT (R) THRU (T) LEFT (L)	90 1756 127	90 1756 127	1650 3300 1650	0.0545 0.5321 0.0770	0.5321		
EB	RIGHT (R) THRU (T) LEFT (L)	874 126 217	874 126 217	1650 1650 3000	0.5297 0.0764 0.0723	0.0764		
WB	RIGHT (R) LEFT (L)	395 70	268 * 70	3000 3000	0.0893 0.0233	0.0893		
	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
COUNT DATE/TIME:
PEAK HOUR:
FILE 29133-10 RIGHT THRU LEFT

NORTH 212 -- 2.0 1.9 2.0 1.0 2.0 -- 382 RIGHT STREET NAME: I-580 EB Off THRU 115 ---> 1.0 (NO. OF LANES) 0.0<--- 0 THRU 2.0 ---0.0 2.0 2.0 70 LEFT SPLIT PHASE? RIGHT 886 --- 1.9

	221 2 21110 112 4112		
STREET NAME:		PHASE?	
	6 DUACE CTCNAT	 	

	6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	451 682	413 * 682	3000 3300	0.1377 0.2067						
SB	RIGHT (R) THRU (T) LEFT (L)	100 1808 120	100 1808 120	1650 3300 1650	0.0606 0.5479 0.0727	0.5479					
EB	RIGHT (R) THRU (T) LEFT (L)	886 115 212	886 115 212	1650 1650 3000	0.5370 0.0697 0.0707	0.0707					
WB	RIGHT (R) LEFT (L)	382 70	262 * 70	3000 3000	0.0873 0.0233	0.0873					
	TOTAL VOI	0.71 C									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECT COUNT DATE	TE/TIME	•			Rd and			Off EAK H	PLEASA OUR:	NTON FILE 29133-10
										***************************************
			RIGHT 310	THRU 873						0
	^						^			NORTH
LEFT 7	13	2.0	1.9	2.0	1.0	2.0		260	RIGHT	concess Make.
THRU 4	37>	1.0	(NO.	OF LA	NES)	0.0	<	0	THRU	STREET NAME: I-580 EB Off
RIGHT 9	79	1.9	0.0	2.0	2.0	2.0	1	82	LEFT	SPLIT PHASE?
	v		1		+		v			*
			LEFT	2083 THRU	925 RIGHT					
STR	EET NAM	E:	Santa	Rita	Rd		SPL	IT PH	ASE? N	

			6 PHASE SIG	SNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	925 2083	880 * 2083	3000 3300	0.2933 0.6312	0.6312				
SB	RIGHT (R) THRU (T) LEFT (L)	310 873 262	310 873 262	1650 3300 1650	0.1879 0.2645 0.1588	0.1588				
EB	RIGHT (R) THRU (T) LEFT (L)	979 437 713	979 437 713	1650 1650 3000	0.5933 0.2648 0.2377	0.2648				
WB	RIGHT (R) LEFT (L)	260 82	0 * 82	3000 3000	0.0000	0.0273				
		UME-TO-CAPA		1.08 F						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 328 923 265 NORTH 691 --- 2.0 1.9 2.0 1.0 2.0 -- 268 RIGHT STREET NAME: I-580 EB Off THRU 420 ---> 1.0 (NO. OF LANES) 0.0<--- 0 THRU RIGHT 980 --- 1.9 0.0 2.0 2.0 2.0 — 82 LEFT

	STREET N	AME: Santa	a Rita Rd	SPL	T PHASE?	N	
			6 PHASE SIG	SNAL			i di abas
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	925 2167	880 * 2167	3000 3300	0.2933 0.6567	0.6567	
SB	RIGHT (R) THRU (T) LEFT (L)	328 923 265	328 923 265	1650 3300 1650	0.1988 0.2797 0.1606	0.1606	
EB	RIGHT (R) THRU (T) LEFT (L)	980 420 691	980 420 691	1650 1650 3000	0.5939 0.2545 0.2303	0.2545	
WB	RIGHT (R) LEFT (L)	268 82	3 * 82	3000 3000	0.0010 0.0273	0.0273	
		LUME-TO-CAPA		:		1.10	-

\* ADJUSTED FOR RIGHT TURN ON RED

10/9/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: FILE 29133-10 NORTH 1.1 18 RIGHT LEFT STREET NAME: Dublin Extn. 632 ---> 3.0 (NO. OF LANES) 3.1<--- 3052 THRU THRU SPLIT PHASE? N

	STREET NA	ME: Fallo	on Rd.	SPL	IT PHASE?	N		
			8 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	324 565 348	0 * 565 348	1650 3300 1650	0.0000 0.1712 0.2109	0.2109		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	100 181 73	100 181 73 281	1650 3300 1650 3300	0.0606 0.0548 0.0442 0.0852	0.0852		
EB	RIGHT (R) THRU (T) LEFT (L)	113 632 100	0 * 632 100	1650 4950 1650	0.0000 0.1277 0.0606	0.0606		
WB	RIGHT (R) THRU (T) LEFT (L) T + R	18 3052 700	18 3052 700 3070	1650 4950 1650 4950	0.0109 0.6166 0.4242 0.6202	0.6202		
TOTAL VOLUME-TO-CAPACITY RATIO: 0.98 INTERSECTION LEVEL OF SERVICE: E								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project FILE 29133-10 NORTH 100 -- 1.0 1.1 2.1 1.0 1.1 -- 26 RIGHT 620 ---> 3.0 (NO. OF LANES) 3.1<--- 2960 THRU RIGHT 156 -- 1.0 1.0 2.0 1.0 1.0 -- 703 LEFT SPLIT PHASE? 332 488 268 LEFT THRU RIGHT

	STREET NA	ME: Fallo	on Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	268 488 332	0 * 488 332	1650 3300 1650	0.0000 0.1479 0.2012	0.2012
SB	RIGHT (R) THRU (T) LEFT (L) T + R	100 332 105	100 332 105 432	1650 3300 1650 3300	0.0606 0.1006 0.0636 0.1309	0.1309
EB	RIGHT (R) THRU (T) LEFT (L)	156 620 100	0 * 620 100	1650 4950 1650	0.0000 0.1253 0.0606	0.0606
WB	RIGHT (R) THRU (T) LEFT (L) T + R	26 2960 703	26 2960 703 2986	1650 4950 1650 4950	0.0158 0.5980 0.4261 0.6032	0.6032
		UME-TO-CAP	ACITY RATIO	•		1.00 E

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	(	CTA :	INTE	RSECTIO	N LEV	EL OF	SERVICE	ANALYS	IS		10/9/92
INTERS COUNT CONDIT	DATE		:			and o Proje	Dublin	Extn. PEAK H	DUBLIN OUR:		29133-10
LEFT THRU RIGHT	2157	> >	3.0	(NO. <1.0 <		30 1.0 NES)	1.1 - 3.1<- 1.0 -	- 313	RIGHT THRU LEFT	Dub.	

	STREET NA	ME: Fallo	on Rd.	SPL.	IT PHASE?	N	
-			8 PHASE SIG	NAL			_
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	495 431 325	210 * 431 325	1650 3300 1650	0.1273 0.1306 0.1970	0.1970	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	100 91 30	100 91 30 191	1650 3300 1650 3300	0.0606 0.0276 0.0182 0.0579	0.0606	
EB	RIGHT (R) THRU (T) LEFT (L)	664 2157 100	339 * 2157 100	1650 4950 1650	0.2055 0.4358 0.0606	0.4358	
WB	RIGHT (R) THRU (T) LEFT (L) T + R	44 313 285	44 313 285 357	1650 4950 1650 4950	0.0267 0.0632 0.1727 0.0721	0.1727	
200		UME-TO-CAP	ACITY RATIO: DF SERVICE:			0.87 D	PC make

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	0	CTA I	INTER	RSECTIO	N LEV	EL OF S	SERV1	CE A	ANALYS	IS		10/9/92
INTERS				Fallor	Rd.	and	Dubl		Extn. PEAK H	DUBLIN		
CONDI			PM	Year 2	010 W	ith Pro	ject				FILE	29133-10
				RIGHT 100	THRU 332			100.22.05			^	
		^		ì	- 1			^			NOR	TH
LEFT	105		1.0	1.1	2.1	1.0	1.1		60	RIGHT	CADDE	m
THRU	2015	>	3.0	(NO.	OF LA	NES)	3.1	·	302	THRU	Dubl	T NAME: in Extn.
RIGHT	453	   	1.0	< 1.0	2.0	1.0	1.0	   	285	LEFT	SPLIT	PHASE?
				332 LEFT	595 THRU	408 RIGHT						
:	STREET NAME: Fallon Rd.							SPI	LIT PH	ASE? N		

	SIREET NA	WE: Fallo	on Ro.	SPL.	II PRASE!	N				
			8 PHASE SIG	NAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	408 595 332	123 * 595 332	1650 3300 1650	0.0745 0.1803 0.2012	0.2012	er-Chin-su			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	100 332 53	100 332 53 432	1650 3300 1650 3300	0.0606 0.1006 0.0321 0.1309	0.1309				
EB	RIGHT (R) THRU (T) LEFT (L)	453 2015 105	121 * 2015 105	1650 4950 1650	0.0733 0.4071 0.0636	0.4071				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	60 302 285	60 302 285 362	1650 4950 1650 4950	0.0364 0.0610 0.1727 0.0731	0.1727				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.91 INTERSECTION LEVEL OF SERVICE: E									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2384 Tassage
COUNT DATE/TIME:
AM Year 2010 No Project 2384 Tassajara Rd. and Dublin Extn. DUBLIN PEAK HOUR: RIGHT THRU LEFT

FILE 29133-10

NORTH 164 — 2.0 1.0 4.0 2.0 1.0 -- 22 RIGHT 514 ---> 3.0 (NO. OF LANES) 3.0<--- 3254 THRU 2.0 3.0 1.0 2.0 -- 511 LEFT SPLIT PHASE? RIGHT 189 --- 1.0

212 572 504 LEFT THRU RIGHT

THRU

STREET NAME: Tassajara Rd.

SPLIT PHASE? N

8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	504 572 212	223 * 572 212	1650 4950 3000	0.1352 0.1156 0.0707	0.0707			
SB	RIGHT (R) THRU (T) LEFT (L)	952 1541 77	862 * 1541 77	1650 6600 3000	0.5224 0.2335 0.0257	0.5224			
EB	RIGHT (R) THRU (T) LEFT (L)	189 514 164	72 * 514 164	1650 4950 3000	0.0436 0.1038 0.0547	0.0547			
WB	RIGHT (R) THRU (T) LEFT (L)	22 3254 511	0 * 3254 511	1650 4950 3000	0.0000 0.6574 0.1703	0.6574			
TOTAL VOLUME-TO-CAPACITY RATIO: 1.31 INTERSECTION LEVEL OF SERVICE: F									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : AM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 1079 1586 149 NORTH 1.0 4.0 2.0 1.0 -- 40 RIGHT 168 --- 2.0 LEFT STREET NAME: Dublin Extn. 465 ---> 3.0 (NO. OF LANES) 3.0<--- 3248 THRU THRU 2.0 3.0 1.0 2.0 --- 449 LEFT

Tassajara Rd.

STREET NAME:

SPLIT PHASE? N

	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	468 547 312	221 * 547 312	1650 4950 3000	0.1339 0.1105 0.1040	0.1040				
SB	RIGHT (R) THRU (T) LEFT (L)	1079 1586 149	987 * 1586 149	1650 6600 3000	0.5982 0.2403 0.0497	0.5982				
EB	RIGHT (R) THRU (T) LEFT (L)	201 465 168	29 * 465 168	1650 4950 3000	0.0176 0.0939 0.0560	0.0560				
WB	RIGHT (R) THRU (T) LEFT (L)	40 3248 449	0 * 3248 449	1650 4950 3000	0.0000 0.6562 0.1497	0.6562				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS IMPRESECTION 2384 Taggadara Rd and Dublin Extr. DUBLIN

COUNT				Tassa.	jala M	and	Dubiin	PEAK H	OUR:	
CONDI'				Year 2	2010 No	Proje	ect			FILE 29133-10
				RIGHT 308	THRU 505	LEFT 65				^
		^			ł		^			NORTH
LEFT	1250		2.0	1.0	4.0	2.0	1.0	- 26	RIGHT	STREET NAME:
THRU	1918	>	3.0	(NO.	OF LA	NES)	3.0<	- 559	THRU	Dublin Extn.
RIGHT	343		1.0	<	3.0	1.0	2.0	- 440	LEFT	SPLIT PHASE?
		•			1078 THRU	964 RIGHT	v			
	STREET	T NAM	E:	Tassa	iara R	d.	SI	PLIT PH	ASE? N	

	SIREET N	AME: lass	ajara Ku.	321.	II PRADE:	IA	
			8 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	964 1078 427	722 * 1078 427	1650 4950 3000	0.4376 0.2178 0.1423	0.4376	
SB	RIGHT (R) THRU (T) LEFT (L)	308 505 65	0 * 505 65	1650 6600 3000	0.0000 0.0765 0.0217	0.0217	
EB	RIGHT (R) THRU (T) LEFT (L)	343 1918 1250	108 * 1918 1250	1650 4950 3000	0.0655 0.3875 0.4167	0.3875	
WB	RIGHT (R) THRU (T) LEFT (L)	26 559 440	0 * 559 440	1650 4950 3000	0.0000 0.1129 0.1467	0.1467	
		LUME-TO-CAPA	ACITY RATIO	•		0.99 E	

<sup>\*</sup> ADJUSTED FOR RIGHT, TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 327 594 136 NORTH LEFT 1298 -- 2.0 1.0 4.0 2.0 1.0 -- 38 RIGHT STREET NAME: Dublin Extn. THRU 1811 ---> 3.0 (NO. OF LANES) 3.0<--- 549 THRU 2.0 3.0 1.0 2.0 -- 397 LEFT

SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

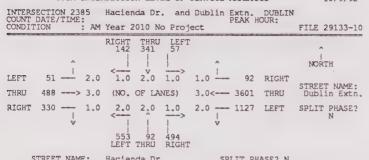
386 1245 894 LEFT THRU RIGHT

STREET NAME: Tassadara Rd.

	SINEEL NO	WE: Idaa	JEL.	ti Filesti:	14					
			8 PHASE SIG	GNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	894 1245 386	676 * 1245 386	1650 4950 3000	0.4097 0.2515 0.1287	0.4097				
SB	RIGHT (R) THRU (T) LEFT (L)	327 594 136	0 ± 594 136	1650 6600 3000	0.0000 0.0900 0.0453	0.0453				
EB	RIGHT (R) THRU (T) LEFT (L)	362 1811 1298	150 * 1811 1298	1650 4950 3000	0.0909 0.3659 0.4327	0.4327				
WB	RIGHT (R) THRU (T) LEFT (L)	38 549 397	0 * 549 397	1650 4950 3000	0.0000 0.1109 0.1323	0.1109				
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.00 INTERSECTION LEVEL OF SERVICE: E									

\* ADJUSTED FOR RIGHT TURN ON RED

10/9/92



	SINCEI W	Aug. Hact	Silua DI.	SFL.	II PHADE:	N				
			8 PHASE SIG	SNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	494 92 553	0 * 92 553	1650 3300 3000	0.0000 0.0279 0.1843	0.1843				
SB	RIGHT (R) THRU (T) LEFT (L)	142 341 57	114 * 341 57	1650 3300 1650	0.0691 0.1033 0.0345	0.1033				
EB	RIGHT (R) THRU (T) LEFT (L)	330 488 51	26 * 488 51	1650 4950 3000	0.0158 0.0986 0.0170	0.0170				
WB	RIGHT (R) THRU (T) LEFT (L)	92 3601 1127	35 * 3601 1127	1650 4950 3000	0.0212 0.7275 0.3757	0.7275				
200	TOTAL VOLUME-TO-CAPACITY RATIO: 1.03 INTERSECTION LEVEL OF SERVICE: F									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	8 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	459 110 562	0 * 110 562	1650 3300 3000	0.0000 0.0333 0.1873	0.1873					
SB	RIGHT (R) THRU (T) LEFT (L)	144 346 57	118 * 346 57	1650 3300 1650	0.0715 0.1048 0.0345	0.1048					
EB	RIGHT (R) THRU (T) LEFT (L)	341 469 48	32 * 469 48	1650 4950 3000	0.0194 0.0947 0.0160	0.0160					
WB	RIGHT (R) THRU (T) LEFT (L)	86 3582 1152	29 * 3582 1152	1650 4950 3000	0.0176 0.7236 0.3840	0.7236					
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.03 INTERSECTION LEVEL OF SERVICE: F										

SPLIT PHASE? N

STREET NAME: Hacienda Dr.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2385 COUNT DATE/TIME:	Hacienda Dr. and	Dublin Extn. DUBLIN PEAK HOUR:	
	Year 2010 No Proje		FILE 29133-10
	RIGHT THRU LEFT 72 185 84		^
^		^	NORTH
LEFT 147 2.0	1.0 2.0 1.0	1.0 - 87 RIGHT	STREET NAME:
THRU 1691> 3.0	(NO. OF LANES)	3.0< 843 THRU	Dublin Extn.
RIGHT 581 — 1.0	<	2.0 498 LEFT	SPLIT PHASE?
	644 297 1725 LEFT THRU RIGHT		

	STREET N	AME: Hacie	enda Dr.	SPLIT PHASE? N			
35.56.3			8 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	1725 297 644	1451 * 297 644	1650 3300 3000	0.8794 0.0900 0.2147	0.8794	
SB	RIGHT (R) THRU (T) LEFT (L)	72 185 84	0 * 185 84	1650 3300 1650	0.0000 0.0561 0.0509	0.0509	
EB	RIGHT (R) THRU (T) LEFT (L)	581 1691 147	227 * 1691 147	1650 4950 3000	0.1376 0.3416 0.0490	0.3416	
WB	RIGHT (R) THRU (T) LEFT (L)	87 843 498	3 * 843 498	1650 4950 3000	0.0018 0.1703 0.1660	0.1660	
	TOTAL VOI		ACITY RATIO: OF SERVICE:			1.44 F	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN PEAK HOUR: FILE 29133-10 COUNT DATE/IME: PM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 73 182 85 NORTH

LEFT 137 — 2.0 1.0 2.0 1.0 1.0 - 95 RIGHT THRU 1580 —> 3.0 (NO. OF LANES) 3.0<— 809 THRU Dublin Extn. RIGHT 559 — 1.0 2.0 2.0 1.0 2.0 - 511 LEFT SPLIT PHASE? NORTH V G49 309 1780 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Hacie	enda Dr.	SPLIT PHASE? N			
			8 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	1780 309 649	1499 * 309 649	1650 3300 3000	0.9085 ** 0.0936 0.2163	0.9085	
SB	RIGHT (R) THRU (T) LEFT (L)	73 182 85	0 * 182 85	1650 3300 1650	0.0000 0.0552 0.0515	0.0515	
EB	RIGHT (R) THRU (T) LEFT (L)	559 1580 137	202 * 1580 137	1650 4950 3000	0.1224 0.3192 0.0457	0.3192	
WB	RIGHT (R) THRU (T) LEFT (L)	95 809 511	10 * 809 511	1650 4950 3000	0.0061 0.1634 0.1703	0.1703	
		UME-TO-CAPA				1.45	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2010 No Project FILE FILE 29133-10 RIGHT THRU LEFT NORTH 1 0.0 <- v 1.0 3.0 0.0 2.0 - 402 RIGHT LEFT 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0 -- 0.0 0.0 3.0 1.0 2.0 -- 1213 LEFT SPLIT PHASE? N RIGHT 0 742 209 LEFT THRU RIGHT

-	3 PHASE SIGNAL									
	MOVEMENT ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	RIGHT (R) THRU (T)	209 742	0 *\$ 742	1720 5160	0.0000 0.1438					
SB	RIGHT (R) THRU (T)	606 1192	0 *\$ 1192	1720 5160	0.0000 0.2310	0.2310				
WB	RIGHT (R) LEFT (L)	402 1213	0 *\$ 1213	3127 3127	0.0000	0.3879				

STREET NAME: Hacienda Dr. SPLIT PHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON

CONDITION			Year :	2010 W	ith Pro		FEAR I		FILE 29133-10
			RIGHT 602	THRU 1239	LEFT 0				^
	î		<	1	>	^			NORTH
LEFT	0	0.0		3.0		2.0	391	RIGHT	CTDEET NAME.
THRU	0>	0.0	(NO.	OF LA	NES)	0.0<	0	THRU	STREET NAME: I-580 WB Off
RIGHT	v 0	0.0	<	745	208	2.0 V	1192	LEFT	SPLIT PHASE?
			LEFT	THRU	RIGHT				

STREET	NAME:	Hacienda	Dr.	SPLIT	PHASE?	N

	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	208 745	0 *\$ 745	1720 5160	0.0000 0.1444					
SB	RIGHT (R) THRU (T)	602 1239	0 *\$ 1239	1720 5160	0.0000 0.2401	0.2401				
WB	RIGHT (R) LEFT (L)	391 1192	0 *\$ 1192	3127 3127	0.0000 0.3812	0.3812				
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.62 INTERSECTION LEVEL OF SERVICE: B									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

		Hacienda Dr. and	I-580 WB Off PLI PEAK HOUR	
CONDITIO	ATE/TIME: DN : PM	Year 2010 No Proj		FILE 29133-10
	î	RIGHT THRU LEFT 209 1058 0	^	) NORTH
LEFT	0.0		2.0 176 RIC	GHT STREET NAME:
THRU	0.0	(NO. OF LANES)	0.0< 0 TH	
RIGHT	0.0	0.0 3.0 1.0	2.0 682 LE	FT SPLIT PHASE?
		0 2492 303 LEFT THRU RIGHT		
STE	REET NAME:	Hacienda Dr.	SPLIT PHASE	2 N

			3 PHASE	SIG	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTE VOLUME		CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	303 2492	0 2492	*\$	1720 5160	0.0000 0.4829	0.4829		
SB	RIGHT (R) THRU (T)	209 1058	0 1058	*\$	1720 5160	0.0000 0.2050			
WB	RIGHT (R) LEFT (L)	176 682	17 <b>6</b> 682	\$	3127 3127	0.0563 0.2181	0.2181		
		UME-TO-CAP		IO:			0.70 B		

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	TION 2386	Hacienda Dr. and	I-580 WB Off PEAK B	PLEASA	NTON
CONDITIO		Year 2010 With Pr		100K.	FILE 29133-10
		RIGHT THRU LEFT 205 1048 0			۸
	2		^		NORTH
LEFT	0.0	1.0 3.0 0.0	2.0 165	RIGHT	STREET NAME:
THRU	0> 0.0	(NO. OF LANES)	0.0< 0	THRU	I-580 WB Off
RIGHT	0.0	0.0 3.0 1.0	2.0 696	LEFT	SPLIT PHASE?
	V	0 2575 283	V		
		LEFT THRU RIGHT			
STF	EET NAME:	Hacienda Dr.	SPLIT PH	LASE? N	

	STILLET IV	A-TL 0 HIGGIG	nda DE.	25.17	II FILME:	14	
-			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	283 2575	0 *\$ 2575	1720 5160	0.0000 0.4990	0.4990	
SB	RIGHT (R) THRU (T)	205 1048	0 *\$ 1048	1720 5160	0.0000 0.2031		
WB	RIGHT (R) LEFT (L)	165 696	165 \$ 696	3127 3127	0.0528 0.2226	0.2226	
~~~		UME-TO-CAPA	CITY RATIO: OF SERVICE:			0.72 C	

	3 PHASE SIGNAL							
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C							
NB RIGH THRU	T (R) (T)	226 692	0 692	*\$	1720 5160	0.0000 0.1341		
SB RIGH THRU	T (R) (T)	113 2324	2324	*\$	1720 5160	0.0000 0.4504	0.4504	
EB RIGH	T (R)	589 292	589 292	\$	3127 3127	0.1884 0.0934	0.1884	

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0.64

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON PEAK HOUR:
COUNT DATE/TIME:
CONDITION: AM Year 2010 With Project FILE FILE 29133-10

		RIGHT THRU 109 2343	LEFT				^
	^	< v	>	^			NORTH
LEFT	271 2.0		0.0	0.0	0	RIGHT	STREET NAME:
THRU	0.0	(NO. OF LA	NES)	0.0<	0	THRU	I-580 EB Off
RIGHT	604 2.0	< 3.0	1.0		0	LEFT	SPLIT PHASE?
	٧	0 701 LEFT THRU	210 RIGHT	٧			

STREET NAME:	Hacienda	Dr.	
--------------	----------	-----	--

-	3 PHASE SIGNAL								
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C								
NB	RIGHT (R) THRU (T)	210 701	0 *\$ 701	1720 5160	0.0000 0.1359	<del> </del>			
SB	RIGHT (R) THRU (T)	109 2343	0 *\$ 2343	1720 5160	0.0000 0.4541	0.4541			
EB	RIGHT (R) LEFT (L)	604 271	604 \$ 271	3127 3127	0.1932 0.0867	0.1932			

SPLIT PHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0.65

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2387 COUNT DATE/TIME:	Hacienda Dr. and	I-580 EB Off PLEASA PEAK HOUR:	NOIN
	Year 2010 No Proje		FILE 29133-10
	RIGHT THRU LEFT 323 1459 0		NORTH
LEFT 1230 - 2.0	<	0.0 0 RIGHT	
		0.0< 0 THRU	STREET NAME: I-580 EB Off
RIGHT 620 2.0	0.0 3.0 1.0	0.0 0 LEFT	SPLIT PHASE?
V	0 1583 1456 LEFT THRU RIGHT	٧	,
STREET NAME:	Hacienda Dr.	SPLIT PHASE? N	)

	3 PHASE SIGNAL							
	MOVEMENT ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C							
NB	RIGHT (R) THRU (T)	1456 1583	756 <b>*\$</b> 1583	1720 5160	0.4395 0.3068	0.4395		
SB	RIGHT (R) THRU (T)	323 1459	0 *\$ 1459	1720 5160	0.0000			
EB	RIGHT (R) LEFT (L)	620 1230	0 *\$ 1230	3127 3127	0.0000	0.3933		

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

0.83

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PM Year 2010 With Project FILE FILE 29133-10 RIGHT THRU LEFT 288 1517 0 NORTH 1.0 3.0 0.0 0 RIGHT STREET NAME: I-580 EB Of: THRU 0.0 (NO. OF LANES) 0.0<---0 THRU 0.0 3.0 1.0 0.0 --RIGHT 654 -2.0 0 LEFT SPLIT PHASE?

STREET	NAME:	Haclenda	Dr.	SPLIT	PHASE?	N
			CONTRACTOR OF STREET			-

molecular and a second	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL, V/C				
NB	RIGHT (R) THRU (T)	1468 1667	768 *\$ 1667	1720 5160	0.4465 0.3231	0.4465				
58	RIGHT (R) THRU (T)	288 1517	0 *\$ 1517	1720 5160	0.0000 0.2940					
ЕВ	RIGHT (R) LEFT (L)	654 1213	71 *\$ 1213	3127 3127	0.0227 0.3879	0.3879				
10080	TOTAL VOLUME-TO-CAPACITY RATIO: 0.83 INTERSECTION LEVEL OF SERVICE: D									

10/9/92 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: FILE 29133-10

AM Year 2010 No Project RIGHT THRU LEFT NORTH - 0.0 <--- v --- > 1.0 -- 384 RIGHT LEFT STREET NAME: S. Bollinger THRU 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU RIGHT 0 --- 0.0 0.0 2.0 2.0 2.0 57 LEFT SPLIT PHASE? 0 351 1 LEFT THRU RIGHT

STREET NAME: Dougherty Rd. SPLIT PHASE? N

	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	351	0 * 351	3000 3300	0.0000 0.1064					
SB	THRU (T) LEFT (L)	779 16	779 16	3300 1650	0.2361 0.0097	0.2361				
WB	RIGHT (R) LEFT (L)	384 57	368 * 57	1650 3000	0.2230 0.0190	0.2230				

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

	TION 25		Doughe Year 2	*			inger PEAK H	CONTRA	COSTA COUNTY FILE 29133-10
CONDITIO						-			7 100 29133 10
			RIGHT 0	THRU 1255	LEFT 65				<u>^</u>
	^					^			NORTH
LEFT	0	0.0	0.0	2.0	1.0	1.0	245	RIGHT	CERTIFIED MANER.
THRU	0>	0.0	(NO.	OF LA	NES)	0.0<	- 0	THRU	STREET NAME: S. Bollinger
RIGHT	0	0.0	O.O <	2.0 460 THRU	2.0   	2.0	1258	LEFT	SPLIT PHASE?

	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	341 460	0 * 460	3000 3300	0.0000 0.1394					
SB	THRU (T) LEFT (L)	1255 65	1255 65	3300 1650	0.3803 0.0394	0.3803				
WB	RIGHT (R) LEFT (L)	245 1258	180 * 1258	1650 3000	0.1091 0.4193	0.4193				

SPLIT PHASE? N

STREET NAME: Dougherty Rd.

\* ADJUSTED FOR RIGHT TURN ON RED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: PM Year 2010 No Project FILE 29133-10 RIGHT THRU LEFT 0 346 335 NORTH 0.0 < 0.0 2.0 1.0 1.0 25 RIGHT LEFT STREET NAME: S. Bollinger THRU 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU 0 2.0 ---0.0 2.0 2.0 7 LEFT SPLIT PHASE? RIGHT 0 --- 0.0 LEFT THRU RIGHT

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N						
	8 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T)	37 758	33 * 758	3000 3300	0.0110 0.2297	0.2297						
SB	THRU (T) LEFT (L)	346 335	346 335	3300 1650	0.1048 0.2030	0.2030						
WB	RIGHT (R) LEFT (L)	25 7	0 * 7	1650 3000	0.0000 0.0023	0.0023						
And the second		UME-TO-CAPA	ACITY RATIO			0.44 A						

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY COUNT DATE/TIME: PEÁK HOUR: E/TIME: PM Year 2010 With Project FILE 29133-10 RIGHT THRU LEFT 599 311 0 -- 0.0 <-- v --> 1.0 -- 40 RIGHT LEFT STREET NAME: S. Bollinger 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0 --- 0.0 0.0 2.0 2.0 2.0 --- 494 LEFT 0 1176 1281 LEFT THRU RIGHT STREET NAME . Dougherty Rd. SPLIT PHASE? N

	DIRECT IN	e-E- pougi	icity iwas	Q. II.							
	8 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	1281 1176	1009 * 1176	3000 3300	0.3363 0.3564	0.3564					
SB	THRU (T) LEFT (L)	599 311	599 311	3300 1650	0.1815 0.1885	0.1885					
WB	RIGHT (R) LEFT (L)	40 494	0 * 494	1650 3000	0.0000 0.1647	0.1647					
		UME-TO-CAPA	CITY RATIO:			0.71 C					

\* ADJUSTED FOR RIGHT TURN ON RED

FILE 29133-10

10/9/92

RIGHT THRU LEFT NORTH 1.0 --- 15 RIGHT 1.0 1.1 2.1 1.0 LEFT STREET NAME: Fallon Extn. 55 ---> 1.0 (NO. OF LANES) 1.0<--- 19 THRU THRU 1.0 2.1 1.1 1.0 --- 1417 LEFT RIGHT 417 --- 1.0 LEFT THRU RIGHT

SPLIT PHASE? N STREET NAME: Tassajara Rd.

			8 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	187 81 46	187 81 46 268	1650 3300 1650 3300	0.1133 0.0245 0.0279 0.0812	0.0279
SB	RIGHT (R) THRU (T) LEFT (L) T + R	6 416 26	416 26 422	1650 3300 1650 3300	0.0036 0.1261 0.0158 0.1279	0.1279
EB	RIGHT (R) THRU (T) LEFT (L)	417 55 28	371 * 55 28	1650 1650 1650	0.2248 0.0333 0.0170	0.2248
WB	RIGHT (R) THRU (T) LEFT (L)	15 19 1417	0 * 19 1417	1650 1650 1650	0.0000 0.0115 0.8588	0.8588
-	momar sec	CAD OW CAD	ACTOV DATEO			1 24

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

. CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUB CCUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project FTLE 29133-10 RIGHT THRU LEFT 4 1407 61 NORTH 1.0 1.1 2.1 1.0 1.0 ---30 RIGHT STREET NAME: 54 ---> 1.0 (NO. OF LANES) 1.0<--- 18 THRU 1.0 2.1 1.1 1.0 -- 773 LEFT SPLIT PHASE? 24 199 177 LEFT THRU RIGHT

	STREET NA	ME: Tassa	ajara Kd.	SPL.	IT PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	177 199 24	177 199 24 376	1650 3300 1650 3300	0.1073 0.0603 0.0145 0.1139	0.0145
5B	RIGHT (R) THRU (T) LEFT (L) T + R	1407 61	1407 61 1411	1650 3300 1650 3300	0.0024 0.4264 0.0370 0.4276	0.4276
ЕВ	RIGHT (R) THRU (T) LEFT (L)	419 54 30	395 * 54 30	1650 1650 1650	0.2394 0.0327 0.0182	0.2394
WΒ	RIGHT (R) THRU (T) LEFT (L)	30 18 773	0 * 18 773	1650 1650 1650	0.0000 0.0109 0.4685	0.4685
	TOTAL VOI	LUME-TO-CAP	ACITY RATIO OF SERVICE:	ø		1.15 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

2514 Tassajara Rd. and Fallon Extn. DUBLIN PEAK HOUR: FILE 29133-10 PM Year 2010 No Project RIGHT THRU LEFT NORTH 1.0 < 1.1 2.1 (1.0 ) 1.0 !--50 RIGHT LEFT STREET NAME: Fallon Extn. 74 THRU 34 ---> 1.0 (NO. OF LANES) 1.0<---THRU 1.0 -SPLIT PHASE? 1.0 2.1 1.1 <---> 511 LEFT RIGHT 128 --- 1.0

	STREET NA	ME: Tass	ajara Rd.	SPL.	IT PHASE?	N	
			8 PHASE SIG	GNAL			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	1427 351 368	1427 351 368 1778	1650 3300 1650 3300	0.8648 0.1064 0.2230 0.5388	0.8648	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	28 176 22	28 176 22 204	1650 3300 1650 3300	0.0170 0.0533 0.0133 0.0618	0.0133	
EB	RIGHT (R) THRU (T) LEFT (L)	128 34 3	0 * 34 3	1650 1650 1650	0.0000 0.0206 0.0018	0.0206	
WB	RIGHT (R) THRU (T) LEFT (L)	50 74 511	28 * 74 511	1650 1650 1650	0.0170 0.0448 0.3097	0.3097	
			ACITY RATIO OF SERVICE:	9 6		1.21 F	

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN COUNT DATE/TIME: PM Year 2010 With Project FILE 29133-1 RIGHT THRU LEFT 27 395 26 NORTH 1.0 --- 107 RIGHT STREET NAME: Fallon Extn 36 ---> 1.0 (NO. OF LANES) 1.0<--- 79 THRU 1.0 --- 483 LEFT RIGHT 121 -1.0 1.0 2.1 1.1 SPLIT PHASE?

	STREET NA	ME: Tassa	ajara Rd.	SPL	IT PHASE?	N				
2000	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	858 1110 386	858 1110 386 1968	1650 3300 1650 3300	0.5200 0.3364 0.2339 0.5964	0.5964				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	27 395 26	27 395 26 422	1650 3300 1650 3300	0.0164 0.1197 0.0158 0.1279	0.0158				
EB	RIGHT (R) THRU (T) LEFT (L)	121 36 8	0 * 36 8	1650 1650 1650	0.0000 0.0218 0.0048	0.0218				
WB	RIGHT (R) THRU (T) LEFT (L)	107 79 483	81 * 79 483	1650 1650 1650	0.0491 0.0479 0.2927	0.2927				
22.30	TOTAL VOI	LUME-TO-CAP.	ACITY RATIO:			0.93				

\* ADJUSTED FOR RIGHT TURN ON RED

10/9/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: FILE 29133-10 FILE 29133-10 NORTH 1.0 1.0 0.0 0.0 -LEFT 0 RIGHT STREET NAME: Windemere Pky THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU < 1.0 1.0 0.0 0.0 -O LEFT SPLIT PHASE? RIGHT 682 -- 1.0 1022 98 0 LEFT THRU RIGHT

	4 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	THRU (T) LEFT (L)	98 1022	98 1022	1650 1650	0.0594 0.6194	0.6194					
SB	RIGHT (R) THRU (T)	91 334	87 <b>*</b> 334	1650 1650	0.0527 0.2024	0.2024					
EB	RIGHT (R) LEFT (L)	682 4	0 * 4	1650 1650	0.0000 0.0024	0.0024					

SPLIT PHASE? N

0.82

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

STREET NAME: Camino Tass.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: PM Year 2010 With Project FILE 29133-10 FILE 29133-10 ^ NORTH 1.0 1.0 0.0 0.0 1.0 LEFT 0 RIGHT STREET NAME: Windemere Pky 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU RIGHT 1148 -- 1.0 1.0 1.0 0.0 0.0 SPLIT PHASE? 0 LEFT 646 330 0 LEFT THRU RIGHT STREET NAME: Camino Tass. SPLIT PHASE? N 4 PHASE SIGNAL ORIGINAL ADJUSTED VOLUME \* CRITICAL V/C V/C RATIO MOVEMENT CAPACITY 0.2000 NB THRU (T) LEFT (L) 1650 1650 0.3915 RIGHT (R) THRU (T) 15 120 0 \* 1650 1650 0.0000 0.0727 EB RIGHT (R) LEFT (L) 502 \* 0.3042

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

0.77

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

RIGHT	0	0.0	0.0 <	2,1       728 THRU	1.1 74 RIGHT	1.0	V	218	LEFT	SPLIT	N
	EET NAM		Bollin	nger C			SPL	IT PH	ASE? N		
				a Dusc	C CTCNT	A T					

	4 PHASE SIGNAL											
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C												
NB	RIGHT (R) THRU (T) T + R	74 728	74 728 802	1650 3300 3300	0.0448 0.2206 0.2430	0.2430						
SB	THRU (T) LEFT (L)	382 93	382 93	3300 1650	0.1158 0.0564	0.0564						
WB	RIGHT (R) LEFT (L)	149 218	56 * 218	1650 1650	0.0339 0.1321	0.1321						
St. Mark	TOTAL VOI	0.43 A										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2601 Bollinger Cyn and E. Branch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PM Year 2010 With Project FILE 29133-1

10/9/92

LEFT 0 - 0.0 (NO. OF LANES) 0.0<-- 0 THRU E. Branch Reserved to 1.0 - 132 LEFT SPLIT PHASE?

V 0 725 207
LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NAME: Bollinger Cyn			SPLIT PHASE? N			
-			4 PHASE SIG	SNAL			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) T + R	207 725	207 725 932	1650 3300 3300	0.1255 0.2197 0.2824	0.2824	
SB	THRU (T) LEFT (L)	828 180	828 180	3300 1650	0.2509 0.1091	0.1091	
WB	RIGHT (R) LEFT (L)	79 132	0 * 132	1650 1650	0.0000	0.0800	
appeals in	TOTAL VOLUME-TO-CAPACITY RATIO: 0.47 INTERSECTION LEVEL OF SERVICE: A						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2602 Bollinger Cyn and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: FILE 29133-10 FILE 29133-10 RIGHT THRU FEFT 0 903 156 NORTH 0 --- 0.0 0.0 2.0 1.0 1.0 --- 353 RIGHT LEFT STREET NAME: Windemere Pky THRU 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU 0.0 2.0 1.0 2.0 — 574 LEFT SPLIT PHASE? RIGHT 0 178 90 LEFT THRU RIGHT

	STREET NA	ME: Bolli	lnger Cyn	SPLIT PHASE? N					
	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	90 178	178	1650 3300	0.0000				
SB	THRU (T) LEFT (L)	903 156	903 156	3300 1650	0.2736 0.0945	0.2736			
WB	RIGHT (R) LEFT (L)	353 574	197 * 574	1650 3000	0.1194 0.1913	0.1913			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2602 Bollinger Cyn and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10 FILE 29133-10 NORTH 0 -- 0.0 0.0 2.0 1.0 1.0 -- 185 RIGHT LEFT STREET NAME: Windemere Pky 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0.0 0.0 2.0 1.0 2.0 98 LEFT 0 927 616 LEFT THRU RIGHT STREET NAME: Bollinger Cvn SPLIT PHASE? N

	Olimbi id	ьш. Болг.	inger of it		AI LINDU.	44			
			4 PHASE SIG	GNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	616 927	562 * 927	1650 3300	0.3406 0.2809	0.3406			
SB	THRU (T) LEFT (L)	333 276	333 276	3300 1650	0.1009 0.1673	0.1673			
WB	RIGHT (R) LEFT (L)	185 98	0 * 98	1650 3000	0.0000 0.0327	0.0327			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.54								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/9/92 CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2604 E. Branch Rd. and Windemere Pky CONTRA COUNTY COUNT DATE/TIME:
CONDITION: AM Year 2010 With Project FILE 29133-10 FILE 29133-10 RIGHT THRU LEFT NORTH 1.0 0.0 1.0 1.0 - 336 RIGHT LEFT STREET NAME: Windemere Pky (NO. OF LANES) 2.0<--- 777 THRU 333 ---> 2.0 THRU 0.0 0.0 0.0 0.0 0.0 SPLIT PHASE? RIGHT LEFT THRU RIGHT

	STREET NA	N							
4 PHASE SIGNAL									
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	0 352	0 352	1650 1650	0.0000 0.2133	0.2133			
EB	THRU (T) LEFT (L)	333	333 0	3300 1650	0.1009	0.0000			
WB	RIGHT (R) THRU (T)	336 777	777 *	1650 3300	0.0000 0.2355	0.2355			

0.45 A

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 2604 E. Branch Rd. and Windemere Pky CONTRA COSTA COUNTY PEAK HOUR: PEAK HOUR: FILE 29133-10.

RIGHT THRU LEFT 0 0 4000 0 4000 0 1 NORTH

LEFT 0 1.0 1.0 0.0 1.0 1.0 - 357 RIGHT

THRU 813 --> 2.0 (NO. OF LANES) 2.0<--- 304 THRU Windemere Pky CONTRA COSTA COUNTY PLAKE PROPRIET NAME: NORTH

STREET NAME: NORTH WINDEMERS NO LEFT THRU RIGHT

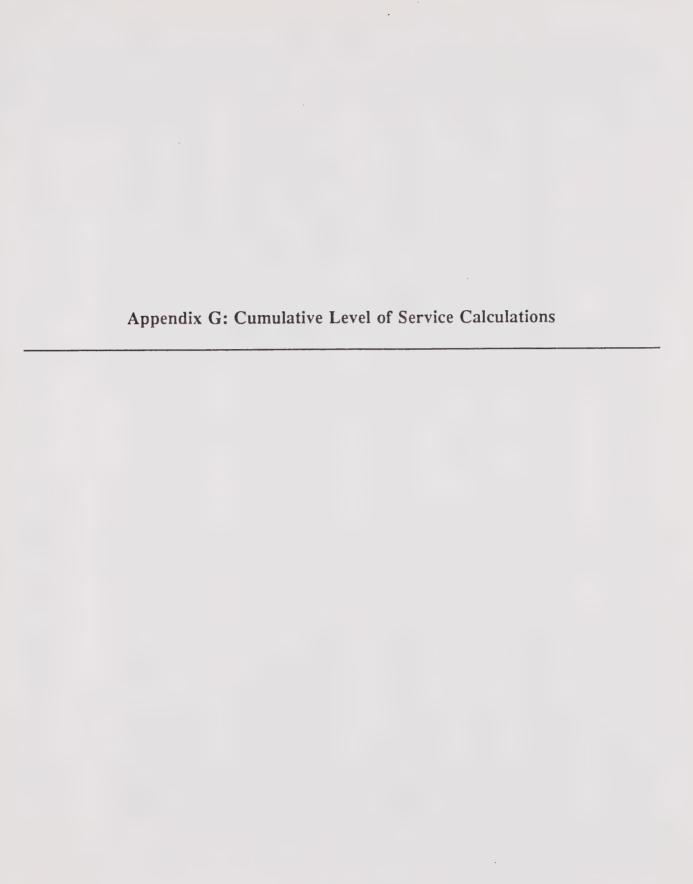
STREET NAME: SPLIT PHASE? NO LEFT THRU RIGHT

	STREET NA	AME: E. Br	ranch Rd.	SPL	IT PHASE?	N		
	4 PHASE SIGNAL							
244	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
SB	RIGHT (R) LEFT (L)	400	400	1650 1650	0.0000 0.2424	0.2424		
EB	THRU (T) LEFT (L)	813 0	813 0	3300 1650	0.2464	0.2464		
WB	RIGHT (R) THRU (T)	357 304	304	1650 3300	0.0000 0.0921			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.49 INTERSECTION LEVEL OF SERVICE: A							

\* ADJUSTED FOR RIGHT TURN ON RED

## Appendix D-8. Cumulative Level of Service Calculations







CONDITION : Buildout No Project			MA		PM	
INTERSECTION N	I-S STREET	E-W STREET	V/C	LOS	V/C	LOS
506 514 515 518 521 522 551 564 942 943 945 947 949 951 953 957 958 1315 1361 1369 1385 1416 2201 2253 2264 2265 2280 2285 2290 2291 2301 2307 2308 2309 2322 2323 2386 2387 2507 2514	Camino Tass. Camino Tass. Camino Tass. Camino Tass. Camino Ramon Can Ramon Vly Camino Ramon Can Ramon Vly Camino Ramon Can Ramon Vly Camino Ramon Costa Blvd. Cougherty Rd. Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Cass SB Off Ca	Bollinger Cyn Bollinger Cyn Bollinger Cyn Camino Tass. Diablo Rd. Diablo Rd. Sycamore Vlly Sycamore Vlly Crow Canyon Crow Canyon Bollinger Cyn Bollinger Cyn Alcosta Blvd. Alcosta Blvd.	0.72 0.88 0.81 0.95 0.58 0.84 0.83 0.42 1.21 0.64 0.47 0.69	CODDEADDAFBABAEDFAAAAAADADFAAEACEAEBEDCFEFDDAFA	1.06 0.86 0.88 0.81 0.83 1.02 0.93 0.49 1.08 0.69 0.85 0.45 0.40 0.60 0.86 0.32 0.46 0.70 1.03 1.27 0.70 1.15 1.01 0.72 1.21 0.69 0.85 0.40 0.60 0.70 1.03 1.07 0.61 0.72 1.08 0.72 1.09 0.74 0.75 0.61 0.70 0.70 0.61 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70	FDDDDFEAFBADAAAAAABFFBFFAACBDFCFABEFFFFCDAFA

CONDITION :	Buildout With	Project	AM		PM	
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
505 506 514 515 518 521 522 551 564 942 943 945 947 949 951 953 957 958 1361 1369 1385 1416 2201 2253 2264 2265 2280 2291 2301 2307 2308 2309 2322 2323 2383 2384 2385 2386 2387 2514 2522 2601 2602 2604	Camino Tass. Camino Tass. Alcosta Blvd. Camino Ramon San Ramon Vly Camino Ramon Alcosta Blvd. Dougherty Rd. Blackhawk Rd. I-680 NB Off I-680 SB Off I-680 NB Off I-680 SB Off I-680 NB Off I-680 SB Off I-680 NB Off I-680 SB Off I-680 NB Off I-680 SB Off I-680 NB Off I-680 SB Off	Crow Canyon Crow Canyon Bollinger Cyn Camino Tass. Dublin Extn. I-680 NB Off Old Ranch Rd. Old Ranch Rd. Amador Valley I-680 SB Off S.P. R.O.W. Dublin Extn. Dublin Blvd. Dublin Blvd. I-580 WB Off I-580 EB Off I-580 EB Off I-580 EB Off Dublin Extn. Dublin Extn. Dublin Extn. Dublin Extn. Dublin Extn. Dublin Extn. Windemere Pky	0.81 1.04 0.86 0.93 0.695 0.78 0.652 0.735 0.88 0.652 0.35 0.60 0.554 0.62 0.62 0.638 0.671 0.653 0.691 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.693 0.69	DFDEBEFCFBACADCFAABAACDADFAEFAEFAFBFDCFEFDDCFDAAC	1.06 0.92 0.93 0.90 0.85 1.15 1.18 0.70 0.57 0.94 0.46 0.43 0.61 0.40 0.45 0.45 0.40 0.45 1.15 1.30 0.53 0.77 0.98 0.19 0.73 1.19 0.73 1.19 0.73 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.73 0.96 1.19 0.75 0.96 1.19 0.75 0.96 1.19 0.75 0.96 1.19 0.75 0.96 1.19 0.75 0.75 0.75 0.96 1.19 0.75 0.75 0.96 1.19 0.75 0.75 0.75 0.75 0.96 1.19 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75	FEEDDFFCFBAEAABDAAAABFFCFFACEAFFCFACEFFFFCDDFCABA

	STREET NAME: Camino Tass.			SPL	IT PHASE?	N	
			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	226 510	78 * 510	1720 1720	0.0453 0.2965	0.2965	
EB	RIGHT (R) THRU (T) T + R	185 269	185 269 454	1720 1720 1720	0.1076 0.1564 0.2640		
WB	THRU (T) LEFT (L)	735 148	735 148	1720 1720	0.4273 0.0860	0.4273	
343174	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 505 Camino Tass. and Diak COUNT DATE/TIME:
CONDITION : AM Buildout With Project 505 Camino Tass. and Diablo Rd. DANVILLE ME: PEAK HOUR: THRU LEFT RIGHT NORTH 0.0 0.0 0.0 0.0 0.0 ---0 RIGHT STREET NAME: Diablo Rd. 253 ---> 1.1 (NO. OF LANES) 1.0<--- 630 THRU THRU SPLIT PHASE? 1.0 0.0 1.0 -- 138 LEFT 257 --- 1.1 737 0 226 LEFT THRU RIGHT

10/29/92

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

Top comment	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	226 737	88 * 737	1720 1720	0.0512 0.4285	0.4285			
EB	RIGHT (R) THRU (T) T + R	257 253	257 253 510	1720 1720 1720	0.1494 0.1471 0.2965	0.2965			
WB	THRU (T) LEFT (L)	630 138	630 138	1720 1720	0.3663 0.0802	0.0802			

SPLIT PHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

STREET NAME: Camino Tass.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 505 Camping COUNT DATE/TIME:
COMMITTION : PM Buildout No Project 505 Camino Tass. and Diablo Rd. DANVILLE E: PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 0.0 0.0 0.0 0.0 0 RIGHT LEFT STREET NAME: Diablo Rd. 1.0<--- 470 THRU THRU 702 ---> 1.1 (NO. OF LANES) 1.0 0.0 1.0 1.0 --- 154 LEFT SPLIT PHASE? RIGHT 669 --- 1.1

	STREET NA	ME: Cami	no Tass.	SPL.	IT PHASE?	N	
			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	85 302	0 * 302	1720 1720	0.0000 0.1756	0.1756	
EB	RIGHT (R) THRU (T) T + R	669 702	669 702 1371	1720 1720 1720	0.3890 0.4081 0.7971	0.7971	
WB	THRU (T) LEFT (L)	470 154	470 154	1720 1720	0.2733 0.0895	0.0895	
		UME-TO-CAPA				1.06 F	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

505 Camino Tass. and Diablo Rd. DAN PEAK HOUR: COUNT DATE/TIME: CONDITION: PM Buildout With Project FILE 29133-10 THRU LEFT RIGHT NORTH 0.0 0.0 0.0 0.0 ---LEFT 0.0 0 RIGHT STREET NAME: Diablo Rd. 711 ---> 1.1 (NO. OF LANES) 1.0<--- 468 THRU 1.0 1.0 -SPLIT PHASE? -- 152 LEFT 302 0 85 LEFT THRU RIGHT

	STREET NAME: Camino Tass.			SPLIT PHASE? N				
			3 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	85 302	0 * 302	1720 1720	0.0000 0.1756	0.1756		
EB	RIGHT (R) THRU (T) T + R	656 711	656 711 1367	1720 1720 1720	0.3814 0.4134 0.7948	0.7948		
WB	THRU (T) LEFT (L)	468 152	468 152	1720 1720	0.2721 0.0884	0.0884		
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.06 INTERSECTION LEVEL OF SERVICE: F							

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/29/92

INTERSECTION 506 Camino Tago.
COUNT DATE/TIME:
AM Buildout No Project 506 Camino Tass. and Sycamore Vily DANVILLE FILE 29133-10 NORTH 1.0 1.0 0.0 1.0 1.1 - 294 RIGHT STREET NAME: Sycamore Vlly 341 ---> 2.0 (NO. OF LANES) 2.1<--- 2097 THRU THRU SPLIT PHASE? - 0.0 0.0 0.0 0.0 1.0 ---0 LEFT LEFT THRU RIGHT

	STREET NA	ME: Camir	no Tass.	SPL	T PHASE?	N
			5 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	101 229	77 * 229	1650 1650	0.0467 0.1388	0.1388
EB	THRU (T) LEFT (L)	341 24	341 24	3300 1650	0.1033 0.0145	0.0145
WB	RIGHT (R) THRU (T) LEFT (L) T + R	294 2097 0	294 2097 0 2391	1650 3300 1650 3300	0.1782 0.6355 0.0000 0.7245	0.7245
	TOTAL VOI	0.88 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 506 Camino Tass. and Sycamore V1ly DANVILLE COUNT DATE/TIME: PEAK HOUR: FI FILE 29133-10 RIGHT THRU LEFT NORTH 1.0 1.0 0.0 1.0 1.1 --- 527 RIGHT STREET NAME: Sycamore Vlly 402 ---> 2.0 (NO. OF LANES) 2.1<--- 2200 THRU 0.0 0.0 0.0 1.0 ---SPLIT PHASE? LEFT THRU RIGHT

	STREET NA	ME: Cami	no Tass.	SPLIT PHASE? N				
-			5 PHASE SIG	INAL				
	MOVEMENT'	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
SB	RIGHT (R) LEFT (L)	96 305	54 * 305	1650 1650	0.0327 0.1848	0.1848		
EB	THRU (T) LEFT (L)	402 42	402 42	3300 1650	0.1218 0.0255	0.0255		
WB	RIGHT (R) THRU (T) LEFT (L) T + R	527 2200 0	527 2200 0 2727	1650 3300 1650 3300	0.3194 0.6667 0.0000 0.8264	0.8264		
	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 506 Camino Last COUNT DATE/TIME:
COUNT DATE/TIME:
PM Buildout No Project
COUNT LEFT 506 Camino Tass. and Sycamore Vlly DANVILLE PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT NORTH 84 - 1.0 1.0 0.0 1.0 1.1 157 RIGHT STREET NAME: Sycamore Vlly FEFT THRU 1791 ---> 2.0 (NO. OF LANES) 2.1<--- 894 THRU 0.0 0.0 0.0 SPLIT PHASE? 1.0 -LEFT THRU RIGHT SDITT DHASE? N

	STREET NA	ME: Camur	10 1455.	JEHI HUDDI				
~ .			5 PHASE SIG	GNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
SB	RIGHT (R) LEFT (L)	104 521	20 * 521	1650 1650	0.0121 0.3158	0.3158		
EB	THRU (T) LEFT (L)	1791 84	1791 84	3300 1650	0.5427	0.5427		
WB	RIGHT (R) THRU (T) LEFT (L) T + R	157 894 0	157 894 0 1051	1650 3300 1650 3300	0.0952 0.2709 0.0000 0.3185	0.0000		
	TOTAL VOI		ACITY RATIO	*		0.86 D		

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 506 Camino Tass. and Sycamore Vlly DANVILLE INTERSECTION 506 Camino Tass. and Syca COUNT DATE/TIME: CONDITION : PM Buildout With Project FILE 29133-10 RIGHT THRU LEFT NORTH 75 -- 1.0 1.0 0.0 1.0 1.1 -- 196 RIGHT LEFT STREET NAME: Sycamore VII THRU 2019 ---> 2.0 (NO. OF LANES) 2.1<--- 1134 THRU SPLIT PHASE? 1.0 --- 0 LEFT 0.0 0.0 0.0 0 0 0 LEFT THRU RIGHT

	STREET NA	AME: Camir	no Tass.	SPLI	T PHASE?	N				
	5 PHASE SIGNAL									
	MOVEMENT	V/C RATIO	CRITICAL V/C							
SB	RIGHT (R) LEFT (L)	81 511	6 * 511	1650 1650	0.0036 0.3097	0.3097				
EB	THRU (T) LEFT (L)	2019 75	2019 75	3300 1650	0.6118 0.0455	0.6118				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	196 1134 0	196 1134 0 1330	1650 3300 1650 3300	0.1188 0.3436 0.0000 0.4030	0.0000				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.92 INTERSECTION LEVEL OF SERVICE: E									

\* ADJUSTED FOR RIGHT TURN ON RED

	01100111	TEL 11100.	Jed Diva.	OUDII DIMOU. II				
			3 PHASE SIG	GNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	207 243	0 * 243	3127 3127	0.0000	0.0777		
EB	RIGHT (R) THRU (T) T + R	554 467	554 467 1021	1720 5160 5160	0.3221 0.0905 0.1979	0.3221		
WB	THRU (T) LEFT (L)	2035 1281	2035 1281	5160 3127	0.3944	0.4097		
	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

CCTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
DATE/TIME: PEAK HOUR: FILE

NT DATE/TIME:
DITION: AM Buildout With Project

RIGHT THRU LEFT

THRU 474 ---> 3.1 (NO. OF LANES) 3.0<--- 2372 THRU Crow Canyon RIGHT 620 --- 1.1 2.0 0.0 2.0 2.0 --- 1287 LEFT SPLIT PHASE?

V 284 0 199
LEFT THRU RIGHT

	STREET NA	ME: Alcos	sta Blvd.	SPL	IT PHASE?	N			
			3 PHASE SIG	SNAL					
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	RIGHT (R) LEFT (L)	199 284	0 * 284	3127 3127	0.0000	0.0908			
EB	RIGHT (R) THRU (T) T + R	620 474	620 474 1094	1720 5160 5160	0.3605 0.0919 0.2120	0.3605			
WB	THRU (T) LEFT (L)	2372 1287	2372 1287	5160 3127	0.4597 0.4116	0.4116			

\* ADJUSTED FOR RIGHT TURN ON RED

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	511001 10	100	oca biva:	00 011 010 000 000							
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	1233 408	989 * 408	3127 3127	0.3163 0.1305	0.3163					
EB	RIGHT (R) THRU (T) T + R	349 1805	349 1805 2154	1720 5160 5160	0.2029 0.3498 0.4174	0.4174					
WB	THRU (T) LEFT (L)	887 443	887 443	5160 3127	0.1719 0.1417	0.1417					
BC-102-103	TOTAL VOLUME-TO-CAPACITY RATIO: 0.88										

\* ADJUSTED FOR RIGHT TURN ON RED

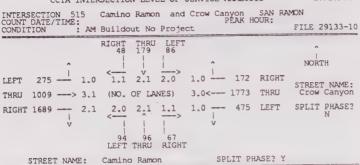
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	1236 428	1001 * 428	3127 3127	0.3201 0.1369	0.3201			
EB	RIGHT (R) THRU (T) T + R	385 2079	385 2079 2464	1720 5160 5160	0.2238 0.4029 0.4775	0.4775			
WB	THRU (T) LEFT (L)	939 428	939 428	5160 3127	0.1820 0.1369	0.1369			
TOTAL VOLUME-TO-CAPACITY RATIO: 0.93 INTERSECTION LEVEL OF SERVICE: F									

\* ADJUSTED FOR RIGHT TURN ON RED



-											
	6 PHASE SIGNAL										
EVIC SE	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + R	67 96 94	67 96 94 163	1650 3300 3000 3300	0.0406 0.0291 0.0313 0.0494	0.0494					
SB	RIGHT (R) THRU (T) LEFT (L) T + R	48 179 86	48 179 86 227	1650 3300 3000 3300	0.0291 0.0542 0.0287 0.0688	0.0688					
EB	RIGHT (R) THRU (T) LEFT (L) T + R	1689 1009 275	1637 * 1009 275 2646	3000 4950 1650 6300	0.5457 0.2038 0.1667 0.4200	0.5457					
WB	RIGHT (R) THRU (T) LEFT (L)	172 1773 475	125 * 1773 475	1650 4950 1650	0.0758 0.3582 0.2879	0.2879					
	TOTAL VOLUME-TO-CAPACITY RATIO: 0. INTERSECTION LEVEL OF SERVICE:										

ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project FIL FILE 29133-10 RIGHT THRU LEFT 51 173 91 NORTH LEFT 274 - 1.0 1.1 2.1 2.0 1.0 - 205 RIGHT STREET NAME: Crow Canyon THRU 1047 ---> 3.1 (NO. OF LANES) 3.0<--- 2082 THRU 2.0 2.1 1.1 1.0 --- 512 LEFT SPLIT PHASE? RIGHT 1557 -- 2.1 109 112 78 LEFT THRU RIGHT

	STREET NA	ME: Camir	no Ramon	SPLIT PHASE? Y						
-010			6 PHASE SIG	GNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	78 112 109	78 112 109 190	1650 3300 3000 3300	0.0473 0.0339 0.0363 0.0576	0.0576				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	173 91	51 173 91 224	1650 3300 3000 3300	0.0309 0.0524 0.0303 0.0679	0.0679				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	1557 1047 274	1497 * 1047 274 2544	3000 4950 1650 6300	0.4990 0.2115 0.1661 0.4038	0.4990				
WB	RIGHT (R) THRU (T) LEFT (L)	205 2082 512	155 * 2082 512	1650 4950 1650	0.0939 0.4206 0.3103	0.3103				
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.93 INTERSECTION LEVEL OF SERVICE: E									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 515	Camino Ramon and	Crow Canyon SAN R	AMON
COUNT DATE/TIME: CONDITION : PM	Buildout No Project	PÉAK HOUR:	FILE 29133-10
	RIGHT THRU LEFT 227 137 302	^	) NORTH
LEFT 114 — 1.0 THRU 1404> 3.1	l.	1.0 - 222 RIGHT 3.0< 1080 THRU	STREET NAME: Crow Canyon
RIGHT 168 — 2.1		1.0 — 184 LEFT	SPLIT PHASE?
·	803 284 464 LEFT THRU RIGHT		
STREET NAME:	Camino Ramon	SPLIT PHASE? Y	

	STREET WALE. CHILDIO										
			6 PHASE SIG	NAL							
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + R	464 284 803	464 284 803 748	1650 3300 3000 3300	0.2812 0.0861 0.2677 0.2267	0.2812					
SB	RIGHT (R) THRU (T) LEFT (L) T + R	227 137 302	227 137 302 364	1650 3300 3000 3300	0.1376 0.0415 0.1007 0.1103	0.1376					
EB	RIGHT (R) THRU (T) LEFT (L) T + R	168 1404 114	0 * 1404 114 1404	3000 4950 1650 6300	0.0000 0.2836 0.0691 0.2229	0.2836					
WB	RIGHT (R) THRU (T) LEFT (L)	222 1080 184	56 * 1080 184	1650 4950 1650	0.0339 0.2182 0.1115	0.1115					
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81 INTERSECTION LEVEL OF SERVICE: 0											

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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	CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92										
INTERS	DATE							Canyon PEAK	SAN P		
CONDIT	NOI		: PM	Buildo	out Wi	th Pro	ect			FILE 29133-10	
				RIGHT 226	THRU 156	LEFT 347				^	
		^					^			NORTH	
LEFT	122		1 0	<del></del>	2 1	2.0	1.0 -	24	1 RIGHT		
										STREET NAME:	
THRU	1636	>	3.1	(NO.	OF LA	NES)	3.0<	110	2 THRU	Crow Canyon	
RIGHT	168	1	2.1	< 2.0	2,1	1.1	1.0	21	6 LEFT	SPLIT PHASE?	
		٧		741 LEFT	278 THRU	495 RIGHT					

	STREET NA	ME: Cami	no Ramon	SPL	T PHASE?	Y
			6 PHASE SIC	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	495 278 741	495 278 741 773	1650 3300 3000 3300	0.3000 0.0842 0.2470 0.2342	0.3000
SB	RIGHT (R) THRU (T) LEFT (L) T + R	226 156 347	226 156 347 382	1650 3300 3000 3300	0.1370 0.0473 0.1157 0.1158	0.1370
EB	RIGHT (R) THRU (T) LEFT (L) T + R	168 1636 122	0 * 1636 122 1636	3000 4950 1650 6300	0.0000 0.3305 0.0739 0.2597	0.3305
WB	RIGHT (R) THRU (T) LEFT (L)	241 1102 216	50 * 1102 216	1650 4950 1650	0.0303 0.2226 0.1309	0.1309
	TOTAL VOI	LUME-TO-CAP	ACITY RATIO	•		0.90

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSI	ECTION 5		San Ra	amon V	ly and	Crow C		SAN R	AMON
CONDIT			Builde	out No	Projec	ct		1100111	FILE 29133-10
			RIGHT 240	THRU 205	LEFT 374				^
	^					^			NORTH
LEFT	108	2.0	1.1	3.1	2.0	1.0	- 441	RIGHT	
THRU	783>	4.1	(NO.	OF LA	NES)	3.0<	- 1819	THRU	STREET NAME: Crow Canyon
RIGHT	132	1.1	2.0	2.0	1.0	2.0	- 567	LEFT	SPLIT PHASE?
	v		1	-	1	v			
			71 LEFT	168 THRU	294 RIGHT				
S'	TREET NAM	E:	San Ra	amon V	ly	S	PLIT E	PHASE? N	

			6 PHASE SIG	SNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	294 168 71	0 * 168 71	1650 3300 3000	0.0000 0.0509 0.0237	0.0509			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	240 205 374	240 205 374 445	1650 4950 3000 4950	0.1455 0.0414 0.1247 0.0899	0.1247			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	132 783 108	132 783 108 915	1650 6600 3000 6600	0.0800 0.1186 0.0360 0.1386	0.0360			
WB	RIGHT (R) THRU (T) LEFT (L)	441 1819 567	235 * 1819 567	1650 4950 3000	0.1424 0.3675 0.1890	0.3675			
3F-60-0	TOTAL VOLUME-TO-CAPACITY RATIO: 0.58 INTERSECTION LEVEL OF SERVICE: A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 518 San Ramon Vly and Croc COUNT DATE/TIME: CONDITION: AM Buildout With Project 518 San Ramon Vly and Crow Canyon SAN RAMON PEAK HOUR: FILE 29133-10 NORTH 2.0 1.1 3.1 2.0 1.0 -- 441 RIGHT --> 4.1 (NO. OF LANES) 3.0<--- 1832 THRU SPLIT PHASE? 2.0 2.0 1.0

	STREET N	AME: San	Kamon VIV	SPLII PRASE! N				
			6 PHASE SIG	NAL				
- AND A 10	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	383 168 138	71 * 168 138	1650 3300 3000	0.0430 0.0509 0.0460	0.0460		
SB	RIGHT (R) THRU (T) LEFT (L) T + R	290 217 316	290 217 316 507	1650 4950 3000 4950	0.1758 0.0438 0.1053 0.1024	0.1758		
EB	RIGHT (R) THRU (T) LEFT (L) T + R	132 759 108	132 759 108 891	1650 6600 3000 6600	0.0800 0.1150 0.0360 0.1350	0.0360		
WB	RIGHT (R) THRU (T) LEFT (L)	441 1832 567	267 * 1832 567	1650 4950 3000	0.1618 0.3701 0.1890	0.3701		
		LUME-TO-CAPA				0.63 B		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

518 San Ramon Vly and Crow Canyon SAN RAMON PEAK HOUR: PM Buildout No Project FILE 29133-10 RIGHT THRU LEFT NORTH 1.1 3.1 2.0 1.0 - 384 RIGHT 2.0 LEFT STREET NAME: Crow Canyon THRU 1852 ---> 4.1 (NO. OF LANES) 3.0<--- 1275 THRU 2.0 --- 417 LEFT RIGHT 102 - 1.1 2.0 2.0 1.0 SPLIT PHASE? 239 343 642 LEFT THRU RIGHT

	STREET NA	ME: San	Ramon Vly	SPL	IT PHASE?	N
			6 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	642 343 239	413 * 343 239	1650 3300 3000	0.2503 0.1039 0.0797	0.2503
SB	RIGHT (R) THRU (T) LEFT (L) T + R	175 288 424	175 288 424 463	1650 4950 3000 4950	0.1061 0.0582 0.1413 0.0935	0.1413
EB	RIGHT (R) THRU (T) LEFT (L) T + R	102 1852 375	102 1852 375 1954	1650 6600 3000 6600	0.0618 0.2806 0.1250 0.2961	0.2961
WB	RIGHT (R) THRU (T) LEFT (L)	384 1275 417	151 * 1275 417	1650 4950 3000	0.0915 0.2576 0.1390	0.1390
			ACITY RATIO			0.83

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

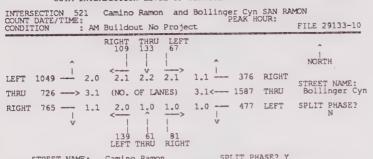
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

518 San Ramon Vly and Crow Canyon SAN RAMON PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 176 288 424 NORTH 1.1 3.1 2.0 1.0 — 384 RIGHT STREET NAME: Crow Canyon 3.0<--- 1282 THRU (NO. OF LANES) SPLIT PHASE? 2.0 2.0 1.0

	STREET N	AME: San	Ramon Vly	non Vly SPLIT PHASE? N					
			6 PHASE SIG	GNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	664 347 267	435 * 347 267	1650 3300 3000	0.2636 0.1052 0.0890	0.2636			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	176 288 424	176 288 424 464	1650 4950 3000 4950	0.1067 0.0582 0.1413 0.0937	0.1413			
EB	RIGHT (R) THRU (T) LEFT (L) T + R	107 1893 377	107 1893 377 2000	1650 6600 3000 6600	0.0648 0.2868 0.1257 0.3030	0.3030			
WB	RIGHT (R) THRU (T) LEFT (L)	384 1282 417	151 * 1282 417	1650 4950 3000	0.0915 0.2590 0.1390	0.1390			
			ACITY RATIO			0.85			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED



	STREET NA	ME: Camir	10 Kamon	2577	II Phase:	1
Andrew .			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	81 61 139	0 * 61 139	1650 1650 3000	0.0000 0.0370 0.0463	0.0463
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	109 133 67	0 * 133 67 133 200 200	3000 3300 3000 4650 4650 6000	0.0000 0.0403 0.0223 0.0286 0.0430 0.0333	0.0430
EB	RIGHT (R) THRU (T) LEFT (L) T + R	765 726 1049	765 726 1049 1491	1650 4950 3000 4950	0.4636 0.1467 0.3497 0.3012	0.4636
WB	RIGHT (R) THRU (T) LEFT (L) T + R	376 1587 477	376 1587 477 1963	1650 4950 1650 4950	0.2279 0.3206 0.2891 0.3966	0.2891
all with	TOTAL VOI	LUME-TO-CAP	ACITY RATIO: OF SERVICE:	,		0.84 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 521 Camino Ramon and Bollinger Cyn SAN RAMON PEAK HOUR: INTERSECTION 521 Camino Ramon and Bol.
COUNT DATE/TIME:
CONDITION: AM Buildout With Project FILE 29133-10 THRU 140 NORTH LEFT 1041 - 2.0 2.1 2.2 2.1 1.1 - 409 RIGHT STREET NAME: Bollinger Cyn 734 ---> 3.1 (NO. OF LANES) 3.1<--- 2151 THRU 2.0 1.0 1.0 1.0 - 534 LEFT SPLIT PHASE? - 1.1 127 66 92 LEFT THRU RIGHT

SPLIT PHASE? Y

			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	92 66 127	0 * 66 127	1650 1650 3000	0.0000 0.0400 0.0423	0.0423
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	109 140 67	140 67 140 207 207	3000 3300 3000 4650 4650 6000	0.0000 0.0424 0.0223 0.0301 0.0445 0.0345	0.0445
EB	RIGHT (R) THRU (T) LEFT (L) T + R	712 734 1041	712 734 1041 1446	1650 4950 3000 4950	0.4315 0.1483 0.3470 0.2921	0.3470
WB	RIGHT (R) THRU (T) LEFT (L) T + R	409 2151 534	409 2151 534 2560	1650 4950 1650 4950	0.2479 0.4345 0.3236 0.5172	0.5172
2000	TOTAL VOI		ACITY RATIO	0		0.95 E

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME . Camino Ramon

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INTERS		TIME:						r Cyn	SAN RA	MON FILE 29133-10
CONDIT			PM	Buildo	ut No	Projec	et	_		FILE SALAS-10
				RIGHT 921	THRU 121	LEFT 578				^
		^			- 1	1	A			NORTH
LEFT	115		2.0	2.1	2.2	2.1	1.1 -	118	RIGHT	STREET NAME:
THRU	1601	<del>&gt;</del>	3.1	(NO.	OF LA	NES)	3.1<	1341	THRU	Bollinger Cyn
RIGHT	301		1.1	2.0	1,0	1.0	1.0	209	LEFT	SPLIT PHASE?
		v		659 LEFT	290 THRU	554 RIGHT	٧			
	STREE'	T NAM	E:	Camino	Ramo	n	SPI	LIT PH	ASE? Y	

	011401 141					
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	554 290 659	345 * 290 659	1650 1650 3000	0.2091 0.1758 0.2197	0.2197
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	921 121 578	858 * 121 578 979 699 1557	3000 3300 3000 4650 4650 6000	0.2860 0.0367 0.1927 0.2105 0.1503 0.2595	0.2860
EB	RIGHT (R) THRU (T) LEFT (L) T + R	301 1601 115	301 1601 115 1902	1650 4950 3000 4950	0.1824 0.3234 0.0383 0.3842	0.3842
WB	RIGHT (R) THRU (T) LEFT (L) T + R	118 1341 209	118 1341 209 1459	1650 4950 1650 4950	0.0715 0.2709 0.1267 0.2947	0.1267
neces in	TOTAL VOI		ACITY RATIO: OF SERVICE:			1.02 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 521 Camino Ramon and Bollinger Cyn SAN RAMON
FE: PEAK HOUR: INTERSECTION 521 Camino Ramon and Bolling
COUNT DATE/TIME:
CONDITION : PM Buildout With Project FILE 29133-10 RIGHT THRU LEFT NORTH 115 - 2.0 2.1 2.2 2.1 1.1 - 118 RIGHT STREET NAME: Bollinger Cyr THRU 2106 ---> 3.1 (NO. OF LANES) 3.1<--- 1482 THRU SPLIT PHASE? 2.0 1.0 1.0 -- 239 LEFT RIGHT 296 --- 1.1

	STREET NA	ME: Cami	no Ramon	SPL	IT PHASE?	Y
			6 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	636 302 608	397 * 302 608	1650 1650 3000	0.2406 0.1830 0.2027	0.2406
SB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	887 128 613	824 * 128 613 952 741 1565	3000 3300 3000 4650 4650 6000	0.2747 0.0388 0.2043 0.2047 0.1594 0.2608	0.2747
EB	RIGHT (R) THRU (T) LEFT (L) T + R	296 2106 115	296 2106 115 2402	1650 4950 3000 4950	0.1794 0.4255 0.0383 0.4853	0.4853
WB	RIGHT (R) THRU (T) LEFT (L) T + R	118 1482 239	118 1482 239 1600	1650 4950 1650 4950	0.0715 0.2994 0.1448 0.3232	0.1448
			ACITY RATIO OF SERVICE:	•		1.15 F

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: ONDITION : AM Buildout No Project FII FILE 29133-10 RIGHT THRU 335 225 NORTH 2.1 (1.1 2.1 2.0) 1.0 - 354 RIGHT STREET NAME: Bollinger Cyn THRU 154 ---> 2.1 (NO. OF LANES) 2.0<--- 971 THRU 2.0 2.1 1.1 RIGHT 1.0 ---85 LEFT SPLIT PHASE? LEFT THRU RIGHT

	STREET NA	ME: Alco:	sta Blvd.	SPL	IT PHASE?	N				
	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	38 606 665	38 606 665 644	1650 3300 3000 3300	0.0230 0.1836 0.2217 0.1952	0.2217				
5 <b>B</b>	RIGHT (R) THRU (T) LEFT (L) T + R	335 225 36	335 225 36 560	1650 3300 3000 3300	0.2030 0.0682 0.0120 0.1697	0.2030				
ЕВ	RIGHT (R) THRU (T) LEFT (L) T + L	124 154 320	0 * 154 320 474	1650 3300 3000 4650	0.0000 0.0467 0.1067 0.1019	0.1067				
WB	RIGHT (R) THRU (T) LEFT (L)	354 971 85	334 * 971 85	1650 3300 1650	0.2024 0.2942 0.0515	0.2942				
-		UME-TO-CAPA				0.83 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NAME: ALCOSTA BIVG. SPELIT FIRESE: W											
-	6 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L) T + R	43 612 557	43 612 557 655	1650 3300 3000 3300	0.0261 0.1855 0.1857 0.1985	0.1857						
SB	RIGHT (R) THRU (T) LEFT (L) T + R	407 225 110	407 225 110 632	1650 3300 3000 3300	0.2467 0.0682 0.0367 0.1915	0.2467						
EB	RIGHT (R) THRU (T) LEFT (L) T + L	75 295 243	0 * 295 243 538	1650 3300 3000 4650	0.0000 0.0894 0.0810 0.1157	0.1157						
WB	RIGHT (R) THRU (T) LEFT (L)	810 1810 124	750 * 1810 124	1650 3300 1650	0.4545 0.5485 0.0752	0.5485						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PM Buildout No Project PEAK HOUR: FII FILE 29133-10 RIGHT THRU LEFT 612 704 312 NORTH 1.1 2.1 2.0 1.0 --- 107 RIGHT THRU 893 ---> 2.1 (NO. OF LANES) 2.0<--- 419 THRU 590 --- 1.0 2.0 2.1 1.1 1.0 -87 LEFT SPLIT PHASE? RIGHT STORET NAME: Alcosta Blud SDITT DHASE? N

	SINCEI NO	MICO:	sta bivu.	JF L.	II FIMBE:	LY .
			6 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	101 414 263	101 414 263 515	1650 3300 3000 3300	0.0612 0.1255 0.0877 0.1561	0.0877
SB	RIGHT (R) THRU (T) LEFT (L) T + R	612 704 312	612 704 312 1316	1650 3300 3000 3300	0.3709 0.2133 0.1040 0.3988	0.3988
EB	RIGHT (R) THRU (T) LEFT (L) T + L	590 893 588	445 * 893 588 1481	1650 3300 3000 4650	0.2697 0.2706 0.1960 0.3185	0.3185
WB	RIGHT (R) THRU (T) LEFT (L)	107 419 87	0 * 419 87	1650 3300 1650	0.0000 0.1270 0.0527	0.1270
		UME-TO-CAPA	ACITY RATIO			0.93 E

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

	STREET NA	ME: Alco	sta Blvd.	SPL	SPLIT PHASE? N		
			6 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	173 414 184	173 414 184 587	1650 3300 3000 3300	0.1048 0.1255 0.0613 0.1779	0.0613	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	572 706 711	572 706 711 1278	1650 3300 3000 3300	0.3467 0.2139 0.2370 0.3873	0.3873	
EB	RIGHT (R) THRU (T) LEFT (L) T + L	483 1671 615	382 * 1671 615 2286	1650 3300 3000 4650	0.2315 0.5064 0.2050 0.4916	0.5064	
WB	RIGHT (R) THRU (T) LEFT (L)	260 743 131	0 * 743 131	1650 3300 1650	0.0000 0.2252 0.0794	0.2252	
	TOTAL VOI		ACITY RATIO			1.18 F	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/29/92

551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY PEAK HOUR: INTERSECTION 551 Dougherty Rd. and Bo COUNT DATE/TIME: CONDITION : PM Buildout No Project FILE 29133-10 RIGHT THRU LEFT

NORTH 1.0 2.0 2.0 1.0 -530 -- 2.0 0 RIGHT LEFT STREET NAME: Bollinger Cyr 0 THRU 0 ---> 2.0 (NO. OF LANES) 2.0<---THRU 2.0 2.0 1.0 2.0 --O LEFT SPLIT PHASE?

24 1031 0 LEFT THRU RIGHT SPLIT PHASE? N STREET NAME: Dougherty Rd.

			8 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	0 1031 24	1031 24	1650 3300 3000	0.0000 0.3124 0.0080	0.3124
SB	RIGHT (R) THRU (T) LEFT (L)	257 389 0	0 * 389 0	1650 3300 3000	0.0000 0.1179 0.0000	0.0000
ЕВ	RIGHT (R) THRU (T) LEFT (L)	25 0 530	12 * 0 530	1650 3300 3000	0.0073 0.0000 0.1767	0.1767
WB	RIGHT (R) THRU (T) LEFT (L)	0	0	1650 3300 3000	0.0000	0.0000
		LUME-TO-CAP.	ACITY RATIO			0.49 A

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	TE/TIME:						linger (	Cyn K H	CONTRA	COSTA COUNTY
CONDITIO	ON :	: AM	Bulldo	out No	Projec	35				FILE 29133-10
			RIGHT 661	THRU 1050	LEFT					^
	^						^			NORTH
LEFT	54	2.0	1.0	2.0	2.0	1.0	1	0	RIGHT	STREET NAME:
THRU	0>	2.0	(NO.	OF LA	NES)	2.0	<	0	THRU	Bollinger Cyn
RIGHT	17 —   V	1.0	2.0 <	2.0 1 229 THRU	1.0             RIGHT	2.0	1	0	LEFT	SPLIT PHASE?

	STREET NA	ME: Dougl	nerty Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	0 229 49	0 229 49	1650 3300 3000	0.0000 0.0694 0.0163	0.0163
SB	RIGHT (R) THRU (T) LEFT (L)	661 1050 0	631 * 1050 0	1650 3300 3000	0.3824 0.3182 0.0000	0.3824
EB	RIGHT (R) THRU (T) LEFT (L)	17 0 54	0 * 0 54	1650 3300 3000	0.0000 0.0000 0.0180	0.0180
WB	RIGHT (R) THRU (T) LEFT (L)	0	0	1650 3300 3000	0.0000 0.0000 0.0000	0.0000
	TOTAL VOI		ACITY RATIO OF SERVICE:	0		0.42 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME:
CONDITION : AM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 440 1200 307 NORTH ) 1.0 --- 682 RIGHT STREET NAME: Bollinger Cyn 169 ---> 2.0 (NO. OF LANES) 2.0<--- 984 THRU 2.0 2.0 1.0 2.0 --95 LEFT 265 368 22 LEFT THRU RIGHT

SPLIT PHASE? N

			8 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	22 368 265	0 * 368 265	1650 3300 3000	0.0000 0.1115 0.0883	0.0883
SB	RIGHT (R) THRU (T) LEFT (L)	440 1200 307	419 * 1200 307	1650 3300 3000	0.2539 0.3636 0.1023	0.3636
EB	RIGHT (R) THRU (T) LEFT (L)	132 169 39	169 39	1650 3300 3000	0.0000 0.0512 0.0130	0.0130
WB	RIGHT (R) THRU (T) LEFT (L)	682 984 95	513 * 984 95	1650 3300 3000	0.3109 0.2982 0.0317	0.3109
	TOTAL VOI	LUME-TO-CAP		•		0.78 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Dougherty Rd.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY ME: PEAK HOUR; COUNT DATE/TIME: CONDITION : PM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 193 512 583 NORTH LEFT 319 - 2.0 1.0 2.0 2.0 1.0 -- 395 RIGHT STREET NAME: Bollinger Cy THRU 874 ---> 2.0 (NO. OF LANES) 2.0<--- 393 THRU RIGHT 269 - 1.0 2.0 2.0 1.0 2.0 - 30 LEFT SPLIT PHASE?

	STREET NA	AME: Dough	herty Rd.	SPL.	IT PHASE?	N
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	145 1028 226	129 * 1028 226	1650 3300 3000	0.0782 0.3115 0.0753	0.3115
SB	RIGHT (R) THRU (T) LEFT (L)	193 512 583	18 * 512 583	1650 3300 3000	0.0109 0.1552 0.1943	0.1943
EB	RIGHT (R) THRU (T) LEFT (L)	269 874 319	145 * 874 319	1650 3300 3000	0.0879 0.2648 0.1063	0.2648
WB	RIGHT (R) THRU (T) LEFT (L)	395 393 30	74 * 393 30	1650 3300 3000	0.0448 0.1191 0.0100	0.0100
CLINES		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:	1		0.78 C

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Buildout No Project FI FILE 29133-10 STREET NAME: Camino Tass. 434 ---> 3.1 (NO. OF LANES) 2.0<--- 1224 THRU 1.1 1.0 2.1 2.1 2.0 — 1485 LEFT SPLIT PHASE? STREET NAME: Blackhawk Rd. SPLIT PHASE? N

			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	300 240 241	0 * 240 241 240	3000 3300 1650 4650	0.0000 0.0727 0.1461 0.0516	0.1461
SB	RIGHT (R) THRU (T) LEFT (L)	375 942 149	197 * 942 149	1650 3300 1650	0.1194 0.2855 0.0903	0.2855
EB	RIGHT (R) THRU (T) LEFT (L) T + R	471 434 178	471 434 178 905	1650 4950 1650 4950	0.2855 0.0877 0.1079 0.1828	0.2855
νB	RIGHT (R) THRU (T) LEFT (L)	364 1224 1485	215 * 1224 1485	1650 3300 3000	0.1303 0.3709 0.4950	0.4950
-20		LUME-TO-CAP	ACITY RATIO: OF SERVICE:			1.21 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

564 Blackhawk Rd. and Camino Tass. DANVILLE ME: PEAK HOUR: FILE 29133-10 NORTH 212 — 1.0 1.0 2.0 1.0 1.0 — 308 RIGHT LEFT THRU 362 ---> 3.1 (NO. OF LANES) 2.0<--- 1264 THRU RIGHT 600 -- 1.1 1.0 2.1 2.1 2.0 -- 1330 LEFT SPLIT PHASE? 518 424 373 LEFT THRU RIGHT

	STREET NA	ME: Black	chawk Rd.	SPL	IT PHASE?	N
M-10-1			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	373 424 518	0 * 424 518 424	3000 3300 1650 4650	0.0000 0.1285 0.3139 0.0912	0.3139
SB	RIGHT (R) THRU (T) LEFT (L)	413 908 95	201 * 908 95	1650 3300 1650	0.1218 0.2752 0.0576	0.2752
EB	RIGHT (R) THRU (T) LEFT (L) T + R	600 362 212	600 362 212 962	1650 4950 1650 4950	0.3636 0.0731 0.1285 0.1943	0.3636
WB	RIGHT (R) THRU (T) LEFT (L)	308 1264 1330	213 * 1264 1330	1650 3300 3000	0.1291 0.3830 0.4433	0.4433
2:361		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			1.40 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	SECTION DATE/TIM		Blacki	nawk R	d. and	Cam		ass. EAK H		LE
CONDI			Builde	out No	Projec	ct	£.	LITER III		FILE 29133-10
	,		RIGHT 187	THRU 379	278		^			NORTH
	319				{					STREET NAME: Camino Tass.
RIGHT			1.0		2.1					SPLIT PHASE?
	`		570 LEFT	789 THRU	1210 RIGHT		v			
5	STREET NA	ME:	Black	nawk R	d.		SPL	IT PH	ASE? N	

			8 PHASE ST	GNAL			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	1210 789 570	902 * 789 570 1691	3000 3300 1650 4650	0.3007 0.2391 0.3455 0.3637	0.3637	
SB	RIGHT (R) THRU (T) LEFT (L)	187 379 278	0 * 379 278	1650 3300 1650	0.0000 0.1148 0.1685	0.1685	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	320 1478 319	320 1478 319 1798	1650 4950 1650 4950	0.1939 0.2986 0.1933 0.3632	0,3632	
WB	RIGHT (R) THRU (T) LEFT (L)	284 608 560	6 * 608 560	1650 3300 3000	0.0036 0.1842 0.1867	0.1867	
		UME-TO-CAPA	ACITY RATIO	:		1.08 F	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 564 COUNT DATE/TIME: CONDITION : PM	Blackhawk Rd. and Buildout With Pro	PEAK H	OUR:	E FILE 29133-10
LEFT 342 1.0 THRU 1471> 3.1 RIGHT 499 1.1	(NO. OF LANES)	2.0< 583	THRU	NORTH  STREET NAME: Camino Tass. SPLIT PHASE?

	STREET NA	ME: Black	chawk Rd.	SPL	IT PHASE?	N				
	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	1082 772 731	747 * 772 731 1519	3000 3300 1650 4650	0.2490 0.2339 0.4430 0.3267	0.4430				
SB	RIGHT (R) THRU (T) LEFT (L)	238 540 253	0 * 540 253	1650 3300 1650	0.0000 0.1636 0.1533	0.1636				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	499 1471 342	499 1471 342 1970	1650 4950 1650 4950	0.3024 0.2972 0.2073 0.3980	0.3980				
WB	RIGHT (R) THRU (T) LEFT (L)	209 583 610	0 * 583 610	1650 3300 3000	0.0000 0.1767 0.2033	0.2033				
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.21 INTERSECTION LEVEL OF SERVICE: F									

\* ADJUSTED FOR RIGHT TURN ON RED

	STREET NAME: I-680 NB Off			SPLI	T PHASE?	Y		
2000			5 PHASE SIG	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	84 54 538	84 54 538 138 592 676	1650 1650 3000 1650 3000 3000	0.0509 0.0327 0.1793 0.0836 0.1973 0.2253	0.2253		
SB	RIGHT (R) LEFT (L) T + R + L	37 58	37 58 95	1650 1650 1650	0.0224 0.0352 0.0576	0.0576		
EB	THRU (T) LEFT (L)	187 75	187 75	3300 1650	0.0567 0.0455	0.0455		
WB	RIGHT (R) THRU (T) T + R	64 967	64 967 1031	1650 3300 3300	0.0388 0.2930 0.3124	0.3124		
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.64 INTERSECTION LEVEL OF SERVICE: B							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

STREET NAME: I-680 NB Off SPLIT PHASE? Y									
	5 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	84 54 415	84 54 415 138 469 553	1650 1650 3000 1650 3000 3000	0.0509 0.0327 0.1383 0.0836 0.1563 0.1843	0.1843			
SB	RIGHT (R) LEFT (L) T + R + L	32 58	32 58 90	1650 1650 1650	0.0194 0.0352 0.0545	0.0545			
EB	THRU (T) LEFT (L)	242 80	242 80	3300 1650	0.0733 0.0485	0.0485			
WB	RIGHT (R) THRU (T) T + R	65 1120	65 1120 1185	1650 3300 3300	0.0394 0.3394 0.3591	0.3591			
	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERS				I-680	NB Of	f and	Diablo	Rd.	DANVIL HOUR:	LE
COUNT COND I 1		1 IME	PM	Buildo	out No	Projec	t	ELAN	noon.	FILE 29133-10
		^		RIGHT 28	THRU	LEFT 172	^			NORTH
LEFT THRU		>		1.1 (NO.	O.O OF LA	1	2.1<			STREET NAME: Diablo Rd.
RIGHT	0		0.0	< 2.1	1,1	1.1	0.0	- (	LEFT	SPLIT PHASE?
				256 LEFT	61 THRU	383 RIGHT				
	cmnnnn			T COO	ATT OF	6	e:	DITT I	DHASE? Y	

			5 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	383 61 256	383 61 256 444 317 700	1650 1650 3000 1650 3000 3000	0.2321 0.0370 0.0853 0.2691 0.1057 0.2333	0.2691
SB	RIGHT (R) LEFT (L) T + R + L	28 172	28 172 200	1650 1650 1650	0.0170 0.1042 0.1212	0.1212
EB	THRU (T) LEFT (L)	1005 122	1005 122	3300 1650	0.3045 0.0739	0.3045
WB	RIGHT (R) THRU (T) T + R	100 540	100 540 640	1650 3300 3300	0.0606 0.1636 0.1939	
	זמינים זמינים	LIME-TO-CAP	ACITY RATIO	•		0.69

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NA	ME: I-680	) NB Off	SPLIT PHASE? Y						
	5 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	395 61 248	395 61 248 456 309 704	1650 1650 3000 1650 3000 3000	0.2394 0.0370 0.0827 0.2764 0.1030 0.2347	0.2764				
SB	RIGHT (R) LEFT (L) T + R + L	28 172	28 172 200	1650 1650 1650	0.0170 0.1042 0.1212	0.1212				
εв	THRU (T) LEFT (L)	989 114	989 114	3300 1650	0.2997 0.0691	0.2997				
WB	RIGHT (R) THRU (T) T + R	106 578	106 578 684	1650 3300 3300	0.0642 0.1752 0.2073					
	TOTAL VOI	UME-TO-CAP	ACITY RATIO			0.70				

INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

943 I-680 SB Off and Diablo Rd. DANVILLE PEAK HOUR: INTERSECTION 94 COUNT DATE/TIME: CONDITION : : AM Buildout No Project FILE 29133-10 RIGHT THRU LEFT NORTH

0.0 <del>1.0</del> <del>1.1</del> <del>2.1</del> 0.0 <del>---</del> LEFT 0 RIGHT STREET NAME: Diablo Rd. THRU 297 ---> 2.0 (NO. OF LANES) 2.0<--- 922 THRU 0.0 0.0 0.0 RIGHT 1.0 -507 LEFT SPLIT PHASE? LEFT THRU RIGHT

I-680 SB Off STREET NAME: SPLIT PHASE? N

			5 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) THRU (T) LEFT (L) T + L	454 0 209	0 *\$ 0 209 209	1650 1650 3000 3000	0.0000 0.0000 0.0697 0.0697	0.0697
EB	RIGHT (R) THRU (T)	269 297	0 *\$ 297	1650 3300	0.0000	0.0900
WB	THRU (T) LEFT (L)	922 507	922 507	3300 1650	0.2794 0.3073	0.3073

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 943 I-680 SB Off and Dial COUNT DATE/TIME: CONDITION : AM Buildout With Project 943 I-680 SB Off and Diablo Rd. DANVILLE ME: PEAK HOUR: FILE 29133-10 RIGHT THRU LEFT

NORTH 1.0 1.1 2.1 0.0 0 RIGHT 309 ---> 2.0 (NO. OF LANES) 2.0<--- 847 THRU Diablo Rd. 1.0 --- 413 LEFT SPLIT PHASE? 0.0 0.0 0.0 LEFT THRU RIGHT

STREET NAME: I-680 SB Off SPLIT PHASE? N

	5 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) THRU (T) LEFT (L) T + L	489 0 240	0 *\$ 0 240 240	1650 1650 3000 3000	0.0000 0.0000 0.0800 0.0800	0.0800			
EB	RIGHT (R) THRU (T)	248 309	0 *\$ 309	1650 3300	0.0000 0.0936	0.0936			
WB	THRU (T) LEFT (L)	847 413	847 413	3300 1650	0.2567 0.2503	0.2503			
2.22	TOTAL VOI	0.42 A							

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE COUNT DATE/TIME: PM Buildout No Project FI : PM Buildout No Project RIGHT THRU LEFT NORTH (1.0 1.1 2.1 0.0 1 0.0 0 RIGHT STREET NAME: THRU 670 ---> 2.0 (NO. OF LANES) 2.0<--- 529 THRU 0.0 0.0 0.0 1.0 --- 339 LEFT SPLIT PHASE? 1.0 LEFT THRU RIGHT STREET NAME: I-680 SB Off SPLIT PHASE? N

	STICELI IV	E.E. 1 000	3 30 011	52 1	II IIIWD.	44		
	5 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
SB	RIGHT (R) THRU (T) LEFT (L) T + L	309 0 548	0 *\$ 0 548 548	1650 1650 3000 3000	0.0000 0.0000 0.1827 0.1827	0.1827		
EB	RIGHT (R) THRU (T)	270 670	0 *\$ 670	1650 3300	0.0000	0.2030		
WB	THRU (T) LEFT (L)	529 339	529 339	3300 1650	0.1603 0.2055	0.2055		
	TOTAL VOI	LUME-TO-CAPA				0.59		

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

943 I-680 SB Off and Diablo Rd. DANVILLE ME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Buildout With Project FILE 29133-10 THRU NORTH 669 ---> 2.0 (NO. OF LANES) 2.0<--- 514 THRU Diablo Rd. SPLIT PHASE? 0.0 0.0 0.0 1.0 -284 --- 1.0 - 326 LEFT LEFT THRU RIGHT STORET NAME: T-690 SB OFF SDITT DHASES N

	STREET TOTAL TOTAL TRANSPORT								
-	5 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) THRU (T) LEFT (L) T + L	309 0 514	0 *\$ 0 514 514	1650 1650 3000 3000	0.0000 0.0000 0.1713 0.1713	0.1713			
EB	RIGHT (R) THRU (T)	284 669	0 *\$ 669	1650 3300	0.0000 0.2027	0.2027			
WB	THRU (T) LEFT (L)	514 326	514 326	3300 1650	0.1558 0.1976	0.1976			
		UME-TO-CAPA				0.57 A			

10/20/02

T-680 NB On

10/29/92

INTERSECTION 945 I-680 ND ...
COUNT DATE/TIME:
COUNTINE:
AM Buildout No Project 945 I-680 NB On and Sycamore Vlly DANVILLE FILE 29133-10 RIGHT THRU LEFT NORTH 2.0 0.0 0.0 0.0 1.0 1408 RIGHT LEFT STREET NAME: Sycamore Vlly THRU 586 --> 2.0 (NO. OF LANES) 2.0<--- 1163 THRU 1.1 2.1 1.0 1.0 — 116 LEFT SPLIT PHASE? RIGHT 217 -- 1.0 257 471 50 LEFT THRU RIGHT

	STREET NAME: 1-000 ND ON STEET THESE.									
200	5 PHASE SIGNAL									
akcien	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + L	50 471 257	0 * 471 257 728	1650 3300 1650 3300	0.0000 0.1427 0.1558 0.2206	0.2206				
EB	RIGHT (R) THRU (T) LEFT (L)	217 586 123	0 * 586 123	1650 3300 3000	0.0000 0.1776 0.0410	0.0410				
WB	RIGHT (R) THRU (T) LEFT (L)	1408 1163 116	708 *\$ 1163 116	1650 3300 1650	0.4291 0.3524 0.0703	0.4291				
	TOTAL VOI	0.69 B								

SPILTT PHASE? N

945 I-680 NB On and Sycamore Vily DANVILLE
ME: PEAK HOUR: FILE 29133-10 INTERSECTION 945 I-680 NB On and Sycamo: COUNT DATE/TIME: CONDITION : AM Buildout With Project RIGHT THRU LEFT NORTH 1 2.0 0.0 0.0 0.0 1.0 - 1468 RIGHT STREET NAME: Sycamore Vlly 652 ---> 2.0 (NO. OF LANES) 2.0<--- 1194 THRU THRU 1.1 2.1 1.0 1.0 — 114 LEFT SPLIT PHASE?

RIGHT 217 --- 1.0 257 471 56 LEFT THRU RIGHT STREET NAME: I-680 NB On SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

-	5 PHASE SIGNAL												
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C							
NB	RIGHT (R) THRU (T) LEFT (L) T + L	56 471 257	0 * 471 257 728	1650 3300 1650 3300	0.0000 0.1427 0.1558 0.2206	0.2206							
EB	RIGHT (R) THRU (T) LEFT (L)	217 652 127	0 * 652 127	1650 3300 3000	0.0000 0.1976 0.0423	0.0423							
WB	RIGHT (R) THRU (T) LEFT (L)	1468 1194 114	768 *\$ 1194 114	1650 3300 1650	0.4655 0.3618 0.0691	0.4655							
20.00.0	TOTAL VOLUME-TO-CAPACITY RATIO: 0.73 INTERSECTION LEVEL OF SERVICE: C												

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

945 I-680 NB On and Sycamore Vily DANVILLE INTERSECTION 945 I-680 NB On and SyCOUNT DATE/TIME:
CONDITION : PM Buildout No Project FILE 29133-10 RIGHT THRU LEFT NORTH LEFT 333 - 2.0 0.0 0.0 0.0 1.0 - 606 RIGHT STREET NAME: Sycamore Vlly THRU 2176 ---> 2.0 (NO. OF LANES) 2.0<--- 713 THRU 1.1 2.1 1.0 1.0 — 93 LEFT SPLIT PHASE? 171 273 195 LEFT THRU RIGHT COLTE DUNCES N

	STREET NA	ME: 1-680	680 NB On SPLIT PRASE: N					
			5 PHASE SIG	GNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + L	195 273 171	102 * 273 171 444	1650 3300 1650 3300	0.0618 0.0827 0.1036 0.1345	0.1345		
EB	RIGHT (R) THRU (T) LEFT (L)	634 2176 333	463 * 2176 333	1650 3300 3000	0.2806 0.6594 0.1110	0.6594		
WB	RIGHT (R) THRU (T) LEFT (L)	606 713 93	0 *\$ 713 93	1650 3300 1650	0.0000 0.2161 0.0564	0.0564		
	TOTAL VOI	LUME-TO-CAP	ACITY RATIO	•		0.85 D		

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

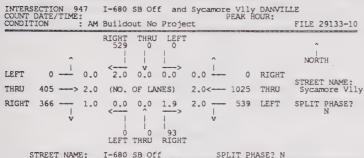
	(	CIA	TMTE	WEC110	MA TIELAI	EL OF .	PEKATCE N	TANTID	13	7.0	1163136
INTERS				I-680	NB On	and	Sycamore	Vlly EAK H	DANVIL	LE	
CONDIT		1 11-11-	PM	Buildo	out Wil	th Pro				FILE 2	9133-10
				RIGHT	THRU	LEFT				^	
		^					^			NOR	гн
LEFT	362	1	2.0	0.0	0.0	0.0	1.0	752	RIGHT	cabbb	C NAME:
THRU	2429	>	2.0	(NO.	OF LA	NES)	2.0<	761	THRU		nore Vll
RIGHT	634		1.0	1.1	2,1	1.0	1.0	109	LEFT	SPLIT	PHASE?
		v		1		1	v				
				171	278 THRII	204 RIGHT					

A THEFT SECTION I FUEL OF SERVICE ANALYSIS

	STREET NA	ME: I-680	) NB On	SPLIT PHASE? N							
5 PHASE SIGNAL											
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + L	204 278 171	95 * 278 171 449	1650 3300 1650 3300	0.0576 0.0842 0.1036 0.1361	0.1361					
EB	RIGHT (R) THRU (T) LEFT (L)	634 2429 362	463 * 2429 362	1650 3300 3000	0.2806 0.7361 0.1207	0.7361					
WB	RIGHT (R) THRU (T) LEFT (L)	752 761 109	52 *\$ 761 109	1650 3300 1650	0.0315 0.2306 0.0661	0.0661					
-	TOTAL VOI	LUME-TO-CAP	ACITY RATIO:			0.94					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY



5 PHASE SIGNAL												
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R)	93	93	1650	0.0564							
SB	RIGHT (R)	529	154 *\$	3000	0.0513	0.0513						
EB	RIGHT (R) THRU (T)	366 405	0 *\$ 405	1650 3300	0.0000 0.1227							
WB	THRU (T) LEFT (L)	1025 539	1025 539	3300 3000	0.3106 0.1797	0.3106						
TOTAL VOLUME-TO-CAPACITY RATIO: 0.36 INTERSECTION LEVEL OF SERVICE: A												

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:	1-680 SB OII and	PEAK HOUR:	LE								
	Buildout No Project		FILE 29133-10								
	RIGHT THRU LEFT 421 0 0		^								
^		<u>^</u>	NORTH								
LEFT 0 - 0.0	< v>	0.0 0 RIGHT	STREET NAME:								
THRU 1106> 2.0	(NO. OF LANES)	2.0< 979 THRU	Sycamore Vily								
RIGHT 358 — 1.0	(0.0 0.0 1.9 (	2.0 351 LEFT	SPLIT PHASE?								
	0 0 734 LEFT THRU RIGHT										
STREET NAME:	I-680 SB Off	SPLIT PHASE? N									
	5 PHASE STGNAL										

	011-001-14	1 000	, 55 011	01.011 110.001 11				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R)	734	734	1650	0.4448			
SB	RIGHT (R)	421	0 *\$	3000	0.0000			
ЕВ	RIGHT (R) THRU (T)	358 1106	0 *\$ 1106	1650 3300	0.0000 0.3352	0.3352		
WB	THRU (T) LEFT (L)	979 351	979 351	3300 3000	0.2967 0.1170	0.1170		
	TOTAL VOL	0.45 A						

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERS				I-680	SB Of	and	Syca	more	VIIY	DANVIL	LE
CONDIT				Builde	out Wit	h Pro	ject		EAR II		FILE 29133-10
80.000				RIGHT 529	THRU 0	LEFT					î
		^		_	i	1		^			NORTH
LEFT	0		0.0	2.0	0.0	0.0	0.0		0	RIGHT	STREET NAME:
THRU	407	>	2.0	(NO.	OF LAN	NES)	2.0<		1011	THRU	Sycamore Vlly
RIGHT	354		1.0	0.0	0.0	1.9	2.0	1	538	LEFT	SPLIT PHASE?
		Ÿ			10	160		v			
				LEFT	THRU	RIGHT					
S	TREE	NAMI	E:	I-680	SB Of	E		SPI	LIT PH	ASE? N	

antent												
	5 PHASE SIGNAL											
***	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
NB	RIGHT (R)	160	160	1650	0.0970							
SB	RIGHT (R)	529	140 *\$	3000	0.0467	0.0467						
EB	RIGHT (R) THRU (T)	354 407	0 *\$ 407	1650 3300	0.0000 0.1233							
WB	THRU (T) LEFT (L)	1011 538	1011 538	3300 3000	0.3064 0.1793	0.3064						
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.35 INTERSECTION LEVEL OF SERVICE: A											

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION		I-680	SB Off	and Syca	amore Vll		LE
CONDITION		Buildo	ut With	Project	ELININ		FILE 29133-10
		RIGHT 421	THRU I	LEFT			^
	^	421		0	^		NORTH
	1		v -		1	0.7.00.0	MONTH
LEFT 0	0.0	2.0	0.0 0	.0 0.0	0	RIGHT	STREET NAME:
THRU 1102	> 2.0	(NO.	OF LANE	5) 2.0	c <del></del> 996	THRU	Sycamore V11
RIGHT 361	1.0	<	0.0 1	.9 2.0	360 v	LEFT	SPLIT PHASE?
		O LEFT	0 10 THRU R				
CTDEE	T NAME .	T-690	CD OFF		COLLAR D	UBCES M	

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

	5 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R)	1066	1066	1650	0.6461							
SB	RIGHT (R)	421	17 *\$	3000	0.0057	0.0057						
EB	RIGHT (R) THRU (T)	361 1102	0 *\$ 1102	1650 3300	0.0000	0.3339						
WB	THRU (T) LEFT (L)	996 360	996 360	3300 3000	0.3018	0.1200						
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.46 INTERSECTION LEVEL OF SERVICE: A											

T-600 NTB OFF

949 I-680 NB Off and Crow Canyon SAN RAMON PEAK HOUR: INTERSECTION 949 I-680 NB Off and C COUNT DATE/TIME: CONDITION : AM Buildout No Project FILE 29133-10 RIGHT THRU NORTH 1.9 - 310 RIGHT 0.0 0.0 0.0 LEFT STREET NAME: Crow Canyon (NO. OF LANES) 4.0<--- 1375 THRU THRU 2001 ---> 3.0 SPLIT PHASE? 2.0 0.0 2.0 RIGHT 397 -570 0 1974 LEFT THRU RIGHT

10/29/92

10/29/92

	STREET NA												
-	2 PHASE SIGNAL												
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C							
NB	RIGHT (R) LEFT (L)	1974 570	1875 *\$ 570	3273 3273	0.5729 0.1742	0.5729							
EB	RIGHT (R) THRU (T)	397 2001	397 2001	1800 5400	0.2206 0.3706	0.3706							
WB	RIGHT (R) THRU (T)	310 1375	310 1375	1800 7200	0.1722 0.1910								
-	TOTAL VOI	0.94 E											

SDITT DHASE? N

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
CONDITION: AM Buildout With Project FILE 29133-10

STREET NAME: I-680 NB Off

2 PHASE SIGNAL							
2000	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	1915 510	1716 *\$ 510	3273 3273	0.5243 0.1558	0.5243	
EB	RIGHT (R) THRU (T)	397 1901	397 1901	1800 5400	0.2206 0.3520	0.3520	
WB	RIGHT (R) THRU (T)	397 1491	397 1491	1800 7200	0.2206 0.2071		
TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:						0.88 D	

SPLIT PHASE? N

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON PEAK HOUR: FILE 29133-10 COUNT DATE/TIME: PM Buildout No Project FILE 29133-10 FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-10 PEAK HOUR: FILE 29133-

STREET NAME: 1-680 NB Off				SPLIT PHASE? N			
2 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	887 509	187 *\$ 509	3273 3273	0.0571 0.1555	0.1555	
EB	RIGHT (R) THRU (T)	1024 1300	1024 1300	1800 5400	0.5689 0.2407	0.2407	
WB	RIGHT (R) THRU (T)	10 <b>96</b> 1405	1096 1405	1800 7200	0.6089 0.1951		
TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:						0.40 A	

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

STREET NAME: I-680 NB Off				SPLIT PHASE? N				
2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	931 523	316 *\$ 523	3273 3273	0.0965 0.1598	0.1598		
EB	RIGHT (R) THRU (T)	972 1485	972 1485	1800 5400	0.5400 0.2750	0.2750		
WB	RIGHT (R) THRU (T)	984 1394	984 1394	1800 7200	0.5467 0.1936			
TOTAL VOLUME-TO-CAPACITY RATIO: 0.4 INTERSECTION LEVEL OF SERVICE:						0.43 A		

0 0 0 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Buildout No Project FII FILE 29133-10

RIGHT THRU LEFT 867 0 1865 NORTH 1.9 --- 595 RIGHT 0.0 2.0 0.0 2.0 LEFT STREET NAME: Crow Canyon THRU 1117 ---> 3.0 (NO. OF LANES) 3.0<--- 1406 THRU 1.9 <u>0.0</u> 0.0 <u>0.0</u> 0.0 ---0 LEFT SPLIT PHASE? 0 0 0 LEFT THRU RIGHT

	STREET NA	WE: 1-680	) SB Off	SPL.	IT PHASE?	N				
	2 PHASE SIGNAL									
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
SB	RIGHT (R) LEFT (L)	867 1865	173 *\$ 1865	3273 3273	0.0529 0.5698	0.5698				
EB	RIGHT (R) THRU (T)	571 1117	571 1117	1800 5400	0.3172 0.2069					
WB	RIGHT (R) THRU (T)	595 1406	595 1406	1800 5400	0.3306 0.2604	0.2604				

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

0.83 D

	SECTION 9: DATE/TIME		1-680	SB Of	t and	Crow Car	nyon PEAK H	SAN RA	MON
CONDI			Buildo	out Wi	th Pro			00113	FILE 29133-10
			RIGHT 737	THRU	LEFT 1762				^
	^		1		1	^			NORTH
LEFT	0	0.0	2.0	0.0	2.0	1.9	627	RIGHT	STREET NAME:
THRU	1117>	3.0	(NO.	OF LA	NES)	3.0<	1430	THRU	Crow Canyon
RIGHT	600	1.9	0.0 <	Î	0.0 >   0 RIGHT	0.0	0	LEFT	SPLIT PHASE? N

	STREET NA	WE: 1-08	) SB OII	5PL.	IT PHASE?	N				
	2 PHASE SIGNAL									
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
SB	RIGHT (R) LEFT (L)	737 1762	67 *\$ 1762	3273 3273	0.0205 0.5383	0.5383				
EB	RIGHT (R) THRU (T)	600 1117	600 1117	1800 5400	0.3333 0.2069					
WB	RIGHT (R) THRU (T)	627 1430	627 1430	1800 5400	0.3483 0.2648	0.2648				
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.80 C				

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: PLAK HOUR: FII FILE 29133-10 RIGHT THRU LEFT 643 0 541 NORTH 1.9 --- 569 RIGHT < 2.0 0.0 2.0 LEFT STREET NAME: Crow Canyon THRU 2335 ---> 3.0 (NO. OF LANES) 3.0<--- 1292 THRU SPLIT PHASE? RIGHT 871 ---1.9 <--- 0.0 0.0 0.0 <---> 0.0 ---O LEFT

	STREET NA	ME: I-68	SB Off	SPL	IT PHASE?	N
			2 PHASE SIC	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	643 541	0 *\$ 541	3273 3273	0.0000 0.1653	0.1653
EB	RIGHT (R) THRU (T)	871 2335	871 2335	1800 5400	0.4839 0.4324	0.4324
WB	RIGHT (R) THRU (T)	569 1292	569 1292	1800 5400	0.3161 0.2393	
			ACITY RATIO: OF SERVICE:			0.60 A

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

951 I-680 SB Off and Crow Canyon SAN PEAK HOUR: INTERSECTION 951 I-680 SB Off and Cros COUNT DATE/TIME: CONDITION : PM Buildout With Project SAN RAMON FILE 29133-10 RIGHT THRU LEFT 643 0 541 NORTH 0 -- 0.0 2.0 0.0 2.0 1.9 -- 569 RIGHT LEFT STREET NAME: Crow Canyon THRU 2401 ---> 3.0 (NO. OF LANES) 3.0<--- 1306 THRU 0.0 0.0 0.0 0.0 ---SPLIT PHASE? 0 0 0 LEFT THRU RIGHT STREET NAME: I-680 SB Off SPLIT PHASE? N

_									
	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	643 541	0 *\$ 541	3273 3273	0.0000 0.1653	0.1653			
EB	RIGHT (R) THRU (T)	857 2401	857 2401	1800 5400	0.4761 0.4446	0.4446			
WB	RIGHT (R) THRU (T)	569 1306	569 1306	1800 5400	0.3161 0.2419				
24.00	TOTAL VOL	0.61 B							

\* ADJUSTED FOR RIGHT TURN ON RED S SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 953 I-books
COUNT DATE/TIME: AM Buildout No Project 953 I-680 NB Off and Bollinger Cyn SAN RAMON ME: FILE 29133-10 RIGHT THRU LEFT MORTH 2.9 - 393 RIGHT 1 0.0 <del>0.0</del> 0.0 <del>0.0</del> LEFT TREET NAME: Bollinger Cyn 3.0<--- 755 THRU THRU 2502 --- > 3.0 (NO. OF LANES) 1.0 0.0 2.0 0.0 0 LEFT 1.9 234 0 2300 LEFT THRU RIGHT SPLIT PHASE? N

	STREET NA	ME: I-680	NB Off	SPL	T PHASE?	N	201			
-	2 PHASE SIGNAL									
THE REAL PROPERTY.	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	_			
NB	RIGHT (R) LEFT (L)	2300 234	2300 \$ 234	3273 1800	0.7027 0.1300	0.7027				
EB	RIGHT (R) THRU (T)	493 2502	493 2502	1800 5400	0.2739 0.4633	0.4633				
WB	RIGHT (R) THRU (T)	393 755	393 755	3273 5400	0.1201 0.1398		_			

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

. CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON COUNT DATE/TIME: CONDITION: AM Buildout With Project FILE 29133-10 RIGHT THRU LEFT

NORTH 2.9 --- 453 RIGHT 0.0 0.0 0.0 LEFT STREET NAME: Bollinger Cyn THRU 2506 --- 3.0 (NO. OF LANES) 3.0<--- 931 THRU 1.0 0.0 2.0 SPLIT PHASE? 0.0 ---RIGHT 493 --- 1.9 234 0 2049 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL	IT PHASE?	N	
			2 PHASE SIG	NAL			
100	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	2049 234	2049 \$ 234	3273 1800	0.6260 0.1300	0.6260	
EB	RIGHT (R) THRU (T)	493 2506	493 2506	1800 5400	0.2739 0.4641	0.4641	
WB	RIGHT (R) THRU (T)	453 931	453 931	3273 5400	0.1384 0.1724		

\* ADJUSTED FOR RIGHT TURN ON RED S SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

953 I-680 NB Off and Bollinger Cyn SAN RAMON PEAK HOUR: INTERSECTION 953 I-bbo No Project COUNT DATE/TIME: PM Buildout No Project FILE 29133-10 RIGHT THRU LEFT NORTH 2.9 --- 1557 RIGHT <0.0 0.0 p.0 LEFT STREET NAME: Bollinger Cyn (NO. OF LANES) 3.0<--- 3579 THRU --> 3.0 THRU SPLIT PHASE? 1.0 0.0 2.0 0.0 RIGHT 160 -1.9

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

358 0 777 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPL	T PHASE?	N	
			2 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R)	777 358	77 *\$ 358	3273 1800	0.0235 0.1989	0.1989	
EB	RIGHT (R)	160 973	160 973	1800 5400	0.0889		
WB	RIGHT (R)	1557 3579	1557 3579	3273 5400	0.4757	0.6628	
poded		LUME-TO-CAP	ACITY RATIO: OF SERVICE:			0.86	

• ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

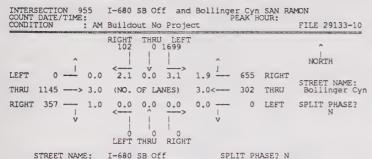
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

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953 I-680 NB Off and Bollinger Cyn SAN RAMON
PEAK HOUR: INTERSECTION 953 I-680 NB Off and Boll COUNT DATE/TIME: CONDITION : PM Buildout With Project FILE 29133-10 NORTH (0.0 0.0 0.0 2.9 - 1599 RIGHT LEFT STREET NAME: Bollinger Cy THRU 1348 --- 3.0 (NO. OF LANES) 3.0<--- 3413 THRU < --- 2.0 0.0 ---SPLIT PHASE? 0 LEFT RIGHT 160 -358 0 821 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB Off	SPLI	T PHASE?	N	
			2 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	821 358	121 *\$ 358	3273 1800	0.0370 0.1989	0.1989	
EB	RIGHT (R) THRU (T)	160 1348	160 1348	1800 5400	0.0889 0.2496		
WB	RIGHT (R) THRU (T)	1599 3413	1599 3413	3273 5400	0.4885 0.6320	0.6320	
200			ACITY RATIO:			0.83 D	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY



			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L) T + R + L	102 1699	0 *\$ 1699 1699	3273 4695 6168	0.0000 0.3619 0.2755	0.3619
EB	RIGHT (R) THRU (T)	357 1145	357 1145	1800 5400	0.1983 0.2120	0.2120
WB	RIGHT (R) THRU (T)	655 302	655 302	1800 5400	0.3639 0.0559	
			ACITY RATIO: OF SERVICE:			0.57 A

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR: PILOTON : AM Buildout With Project FIL FILE 29133-10 RIGHT THRU LEFT 102 0 1680 NORTH 0 -- 0.0 2.1 0.0 3.1 1.9 -- 698 RIGHT STREET NAME: Bollinger Cyn THRU 1153 ---> 3.0 (NO. OF LANES) 3.0<--- 302 THRU RIGHT 368 --- 1.0 <<u>0.0</u> 0.0 0.0 0.0 ---0 LEFT SPLIT PHASE?

	LEFT	THRU	RIGHT		
 ET NAME:				PHASE?	
			CTCVAL		-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L) T + R + L	102 1680	0 *\$ 1680 1680	3273 4695 6168	0.0000 0.3578 0.2724	0.3578			
EB	RIGHT (R) THRU (T)	368 1153	368 1153	1800 5400	0.2044 0.2135	0.2135			
WB	RIGHT (R) THRU (T)	698 302	698 302	1800 5400	0.3878 0.0559				
		UME-TO-CAPA				0.57 A			

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR:								
CONDITI		Buildout	No Projec			FILE 29133-10			
	۸	RIGHT TH		^		, NORTH			
LEFT			ſ	1.9 2544 3.0< 1114		STREET NAME: Bollinger Cyn			
RIGHT	357 — 1.0	O.O O.	0 0	0.0 0	LEFT	SPLIT PHASE? N			
ST	TREET NAME .	T-680 SB	Off	SDITT DE	ASE2 N				

	211/201 10		0 00 011	SELLI FILADO, N							
	2 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
SB	RIGHT (R) LEFT (L) T + R + L	261 523	0 *\$ 523 523	3273 4695 6168	0.0000 0.1114 0.0848	0.1114					
EB	RIGHT (R) THRU (T)	357 577	357 577	1800 5400	0.1983 0.1069						
WB	RIGHT (R) THRU (T)	2544 1114	2544 1114	1800 5400	1.4133 *	0.2063					
		UME-TO-CAP	ACITY RATIO:			0.32					

\* ADJUSTED FOR RIGHT TURN ON RED \*\* APPROACHING OR EXCEEDING CAPACITY \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

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INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR:									
CONDITION		Builde	out Wi	th Pro	ject	F	LAA D		FILE 29133-10
		RIGHT 261	THRU 0	LEFT 797		-20.0			^
	^	i	i			^			MORTH
LEFT 0 -	0.0	2.1	0.0	3.1	1.9	<del></del> ;	2330	RIGHT	STREET NAME:
THRU 669 -	> 3.0	(NO.	OF LA	NES)	3.0<		1154	THRU	Bollinger Cyn
RIGHT 412 -	1.0	<0.0	0.0	0.0	0.0	1	0	LEFT	SPLIT PHASE?
	٧	LEFT	0 THRU	0 RIGHT		V			
STREET	NAME -	T-680	SB OF	F		SPI	тт ри	ASF? N	

STREET NAME: 1-000 SB OLL STEET TIMES. IN										
	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L) T + R + L	261 797	0 *\$ 797 797	3273 4695 6168	0.0000 0.1698 0.1292	0.1698				
ЕВ	RIGHT (R) THRU (T)	412 669	412 669	1800 5400	0.2289	0.2289				
WB	RIGHT (R) THRU (T)	2330 1154	2330 1154	1800 5400	1.2944 *	*				
		UME-TO-CAP	ACITY RATIO:			0.40				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 957 I-680 NB Off and A COUNT DATE/TIME:
CONDITION : AM Buildout No Project 957 I-680 NB Off and Alcosta Blvd. SAN RAMON PEAK HOUR: FTLE 29133-10 RIGHT THRU LEFT NORTH 0.0 0.0 0.0 1.0 - 598 RIGHT STREET NAME: Alcosta Blvd. 379 --> 2.0 (NO. OF LANES) 2.0<--- 867 THRU 2.0 0.0 1.0 0.0 SPLIT PHASE? O LEFT - 0.0 235 0 105 LEFT THRU RIGHT STREET NAME: I-680 NB Off SPLIT PHASE? N

	Ditublited is a control of										
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	105 235	0 *\$ 235	1720 3127	0.0000 0.0752	0.0752					
EB	THRU (T) LEFT (L)	379 593	379 593	3440 3127	0.1102 0.1896	0.1896					
WB	RIGHT (R) THRU (T)	598 867	0 *\$ 867	1720 3440	0.0000 0.2520	0.2520					
	TOTAL VOI	UME-TO-CAP	ACITY RATIO			0.52 A					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Buildout With Project FILE FILE 29133-10 RIGHT THRU LEFT NORTH - 2.0 0.0 0.0 0.0 1.0 - 598 RIGHT STREET NAME: Alcosta Blvd. 379 ---> 2.0 (NO. OF LANES) 2.0<--- 1037 THRU

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

2.0 0.0 1.0 0.0 — 0 LEFT SPLIT PHASE? 235 0 105 LEFT THRU RIGHT SPLIT PHASE? N STREET NAME: I-680 NB Off

	3 PHASE SIGNAL										
SICHOL	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	105 235	0 *\$ 235	1720 3127	0.0000 0.0752	0.0752					
EB	THRU (T) LEFT (L)	379 501	379 501	3440 3127	0.1102 0.1602	0.1602					
WB	RIGHT (R) THRU (T)	598 1037	0 *\$	1720 3440	0.0000 0.3015	0.3015					
	TOTAL VOI	UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.54 A					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	I-680 NB Off and	Alcosta Blvd. SAN RA	
COUNT DATE/TIME: CONDITION : PM	Buildout No Project		FILE 29133-10
	RIGHT THRU LEFT		^
^		^	NORTH
LEFT 414 - 2.0	<0.0 0.0 0.0	1.0 - 340 RIGHT	STREET NAME:
THRU 872> 2.0	(NO. OF LANES)	2.0< 595 THRU	Alcosta Blvd.
RIGHT 0 0.0	2.0 0.0 1.0	0.0 0 LEFT	SPLIT PHASE?
Ÿ	470 0 742 LEFT THRU RIGHT	٧	
STREET NAME:	I-680 NB Off	SPLIT PHASE? N	

	STREET IV	g.II I 000						
			3 PHASE SIC	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	742 470	214 *\$ 470	1720 3127	0.1244 0.1503	0.1503		
EB	THRU (T) LEFT (L)	872 414	972 414	3440 3127	0.2535 0.1324	0.1324		
WB	RIGHT (R) THRU (T)	340 595	0 *\$ 595	1720 3440	0.0000 0.1730	0.1730		
20)CHRON	TOTAL VOI	UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.46 A		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

957 I-680 NB Off and Alcosta Blvd. SAN RAMON PEAK HOUR: INTERSECTION 957 I-680 NB Off and Alco COUNT DATE/TIME: CONDITION : PM Buildout With Project FILE 29133-10 THRU LEFT RIGHT NORTH 414 - 2.0 0.0 0.0 0.0 1.0 - 340 RIGHT STREET NAME: Alcosta Blvd 872 ---> 2.0 (NO. OF LANES) 2.0<--- 587 THRU 2.0 0.0 1.0 0.0 SPLIT PHASE? 0 LEFT 471 0 742 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: I-680 NB Off SPLIT PHASE? N												
	3 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) LEFT (L)	742 471	214 *\$ 471	1720 3127	0.1244 0.1506	0.1506						
EB	THRU (T) LEFT (L)	872 414	872 414	3440 3127	0.2535 0.1324	0.1324						
WB	RIGHT (R) THRU (T)	340 587	0 *\$ 587	1720 3440	0.0000 0.1706	0.1706						
		UME-TO-CAPA				0.45 A						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED 5 SPECTAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	SIREEI NA	TATE: 1-000	35 On	SPLII PRASE! N								
	3 PHASE SIGNAL											
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
EB	RIGHT (R) THRU (T)	563 878	0 *\$ 878	1720 3440	0.0000 0.2552	0.2552						
WB	THRU (T) LEFT (L)	368 557	368 557	3440 1720	0.1070 0.3238	0.3238						
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.58 A						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

INTERSECTION 958 I-680 SB On and Al COUNT DATE/TIME: CONDITION : PM Buildout No Project 958 I-680 SB On and Alcosta Blvd. SAN RAMON FILE 29133-10 RIGHT THRU LEFT NORTH 0 - 0.0 < 0.0 0.0 0.0 0.0 0.0 LEFT 0 RIGHT STREET NAME: Alcosta Blvd. THRU 1244 ---> 2.0 (NO. OF LANES) 2.0<--- 749 THRU SPLIT PHASE? RIGHT 287 --- 1.0 0.0 0.0 0.0 1.0 -- 241 LEFT LEFT THRU RIGHT STREET NAME: T-680 SB On SPLIT PHASE? N

	STREET W		7 55 011		LI LIMBDI							
	3 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
EB	RIGHT (R) THRU (T)	287 1244	0 *\$ 1244	1720 3440	0.0000 0.3616	0.3616						
WB	THRU (T) LEFT (L)	749 241	749 241	3440 1720	0.2177 0.1401	0.1401						
	TOTAL VOI		ACITY RATIO:			0.50 A						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJRM Transportation Consultants, Pleasanton, CA, 1992 NN

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	INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON COUNT DATE/TIME: PEAK HOUR:									
CONDI			Builde	out Wil	th Pro		LAK R		FILE 29133-10	
			RIGHT 0	THRU	LEFT				, , , , , , , , , , , , , , , , , , ,	
	î		<	Į.	>	Î			NORTH	
LEFT	0	0.0	0.0	0.0	0.0	0.0	0	RIGHT	STREET NAME:	
THRU	793>	2.0	(NO.	OF LA	NES)	2.0<	368	THRU	Alcosta Blvd.	
RIGHT	561	1.0	<	0.0	0.0	1.0	668	LEFT	SPLIT PHASE?	
	٧			10	0	V				
			LEFT	THRU	RIGHT					
5	STREET NAME	3:	I-680	SB On		SPL	IT PH	ASE? N		

	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
EB	RIGHT (R) THRU (T)	561 793	0 *\$ 793	1720 3440	0.0000	0.2305			
WB	THRU (T) LEFT (L)	368 668	368 668	3440 1720	0.1070 0.3884	0.3884			
	TOTAL VOI	0.62 B							

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 958 I-680 SB On and Alcosta Blvd. SAN RAMON ME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Buildout With Project FILE 29133-10 THRU LEFT RIGHT NORTH <--- v ---> 0.0 | 0.0 0 RIGHT STREET NAME: Alcosta Blvd. THRU 1244 ---> 2.0 (NO. OF LANES) 2.0<--- 731 THRU RIGHT 223 --- 1.0 0.0 0.0 0.0 1.0 --- 250 LEFT SPLIT PHASE? LEFT THRU RIGHT

SPLIT PHASE? N

-	3 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
EB	RIGHT (R) THRU (T)	223 1244	0 *\$ 1244	1720 3440	0.0000 0.3616	0.3616		
WB	THRU (T) LEFT (L)	731 250	731 250	3440 1720	0.2125 0.1453	0.1453		
2000	TOTAL VOI INTERSECT	0.51 A						

STREET NAME: I-680 SB On

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION : AM Buildout No Project FILE FILE 29133-10 1.0 0.0 0.0 2.0 0.0 LEFT 27 RIGHT STREET NAME: I-680 SB Off -> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0.0 2.0 0.0 2.0 — 555 LEFT RIGHT 0.0 SPLIT PHASE? 0 727 0 LEFT THRU RIGHT

	SIREEI N	AME: San F	camon ATA	SPL.	II PRASE:	N	_
			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T)	727	727	3440	0.2113	0.2113	
SB	THRU (T)	426	426	3440	0.1238		
WB	RIGHT (R) LEFT (L)	27 555	0 *\$ 555	1720 3127	0.0000 0.1775	0.1775	
	TOTAL VO	0.39 A					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Buildout With Project FIL FILE 29133-10 NORTH 1.0 ---0.0 0.0 2.0 0.0 LEFT 27 RIGHT 0 THRU THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0.0 2.0 0.0 2.0 - 555 LEFT SPLIT PHASE? RIGHT 0 709 0 LEFT THRU RIGHT

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SPLIT PHASE? N San Ramon Vly STREET NAME: 3 PHASE SIGNAL ORIGINAL VOLUME ADJUSTED VOLUME\* CRITICAL V/C CAPACITY MOVEMENT

3440 0.2061 0.2061 THRU (T) NB 451 451 3440 0.1311 THRU (T) SB 0 \*\$ 555 1720 3127 0.0000 0.1775 TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: 0.38 A

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	CTION 1315	San Ramon V	ly and	I-680 SB	Off	SAN RA	MON
CONDITIO	ATE/TIME: ON : PM	Buildout No	Proje		EAK H	OUR:	FILE 29133-10
		RIGHT THRU	LEFT				^
	^			^			NORTH
LEFT	0 0.0	0.0 2.0	0.0	1.0	127	RIGHT	STREET NAME:
THRU	0.0	(NO. OF LA	NES)	0.0<	0	THRU	I-680 SB Off
RIGHT	0.0	0.0 2.0         0 531 LEFT THRU	0.0   	2.0	868	LEFT	SPLIT PHASE?
ST	REET NAME:	San Ramon V	lv	SPI	TT PH	ASE? N	

	DITTEL	dem .	dancer vij	01 1	11 11000	44	
-			3 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T)	531	531	3440	0.1544		
SB	THRU (T)	639	639	3440	0.1858	0.1858	
WB	RIGHT (R LEFT (L)	127 868	0 *\$ 868	1720 3127	0.0000 0.2776	0.2776	
	TOTAL W	0.46 A					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

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-	011001 14		TENOU VII	- J. L.	AT EILIMET		
			3 PHASE SIG	NAL			-
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T)	487	487	3440	0.1416		
SB	THRU (T)	563	563	3440	0.1637	0.1637	
WB	RIGHT (R) LEFT (L)	127 868	0 *\$ 868	1720 3127	0.0000 0.2776	0.2776	
	TOTAL VOI	UME-TO-CAPA		0.44			

• ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

LEFT THRU RIGHT

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INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout No Project FIL FILE 29133-10 NORTH 1.1 -- 240 RIGHT 1.0 1.0 1.0 STREET NAME: Crow Canyon THRU 1227 ---> 4.0 (NO. OF LANES) 4.1<--- 1645 THRU 2.0 1.1 1.1 RIGHT 521 -- 1.0 1.0 ---83 LEFT SPLIT PHASE?

STREET NAME: Crow Cyn. Pl. SPLIT PHASE? N 6 PHASE SIGNAL ADJUSTED VOLUME\* CRITICAL V/C V/C RATIO MOVEMENT CAPACITY 0.1073 0.0406 0.1790 0.1479 NB RIGHT (R) THRU (T) LEFT (L) T + R 177 67 537 244 1650 1650 3000 1650 177 67 537 0.1790 RIGHT (R) THRU (T) LEFT (L) 248 \* 38 62 388 38 62 0.1503 RIGHT (R) THRU (T) LEFT (L) 226 1227 254 EB 0.0847 240 1645 RIGHT (R) THRU (T) 0.1455 WB 1650 6600 1885 0.2856

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TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1361 COUNT DATE/TIME:	Crow Cyn. Pl. and Crow Canyon SAN RAMON PEAK HOUR:		
CONDITION : AM	Buildout No Project	FLAR HOOR.	FILE 29133-10
	RIGHT THRU LEFT 133 27 94		^
LEFT 429 — 2.0 THRU 2948 —> 4.0	1.0 1.0 1.0 1.1 (NO. OF LANES) 4.1<	1 217 RIGHT S	NORTH STREET NAME: Crow Canyon
RIGHT 618 1.0	2.0 1.1 1.1 1.0 · · · · · · · · · · · · · · · · · · ·	69 LEFT S	SPLIT PHASE? N

			6 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
√B	RIGHT (R) THRU (T) LEFT (L) T + R	50 34 140	50 34 140 84	1650 1650 3000 1650	0.0303 0.0206 0.0467 0.0509	0.0509
SB	RIGHT (R) THRU (T) LEFT (L)	133 27 94	0 * 27 94	1650 1650 1650	0.0000 0.0164 0.0570	0.0570
EB	RIGHT (R) THRU (T) LEFT (L)	618 2948 429	541 * 2948 429	1650 6600 3000	0.3279 0.4467 0.1430	0.4467
WB	RIGHT (R) THRU (T) LEFT (L) T + R	217 1459 69	217 1459 69 1676	1650 6600 1650 6600	0.1315 0.2211 0.0418 0.2539	0.0418
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.60 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project SAN RAMON FILE 29133-10 THRU LEFT 27 95 NORTH 402 - 2.0 1.0 1.0 1.0 1.1 - 277 RIGHT LEFT STREET NAME: Crow Canyon THRU 2848 ---> 4.0 (NO. OF LANES) 4.1<--- 1712 THRU 86 LEFT SPLIT PHASE? 1.0 -140 35 54 LEFT THRU RIGHT

SPLIT PHASE? N

-			6 PHASE SIG	SNAL		
- Spallers	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	54 35 140	54 35 140 89	1650 1650 3000 1650	0.0327 0.0212 0.0467 0.0539	0.0539
SB	RIGHT (R) THRU (T) LEFT (L)	123 27 95	0 * 27 95	1650 1650 1650	0.0000 0.0164 0.0576	0.0576
EB	RIGHT (R) THRU (T) LEFT (L)	618 2848 402	541 * 2848 402	1650 6600 3000	0.3279 0.4315 0.1340	0.4315
WB	RIGHT (R) THRU (T) LEFT (L) T + R	277 1712 86	277 1712 86 1989	1650 6600 1650 6600	0.1679 0.2594 0.0521 0.3014	0.0521
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.60 Å

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Crow Cyn. Pl.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project FIL FILE 29133-10 RIGHT THRU LEFT 362 42 75 NORTH 253 --- 2.0 1.0 1.0 1.0 1.1 --- 245 RIGHT LEFT STREET NAME: Crow Canyon THRU 1447 ---> 4.0 (NO. OF LANES) 4.1<--- 1598 THRU 2.0 1.1 521 --- 1.0 LEFT THRU RIGHT STREET NAME: Crow Cyn. Pl. SPLIT PHASE? N

	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R	204 64 537	204 64 537 268	1650 1650 3000 1650	0.1236 0.0388 0.1790 0.1624	0.1790				
SB	RIGHT (R) THRU (T) LEFT (L)	362 42 75	223 * 42 75	1650 1650 1650	0.1352 0.0255 0.0455	0.1352				
EB	RIGHT (R) THRU (T) LEFT (L)	521 1447 253	226 * 1447 253	1650 6600 3000	0.1370 0.2192 0.0843	0.0843				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	245 1598 89	245 1598 89 1843	1650 6600 1650 6600	0.1485 0.2421 0.0539 0.2792	0.2792				
	TOTAL VOI	UME-TO-CAPA				0.68				

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON PEAK HOUR: FILE 29133-10

RIGHT THRU LEFT O O O O O O O O O O O O O O O RIGHT

THRU 386 -> 2.1 (NO. OF LANES) 2.0<-- 1945 THRU Crow Canyon SAN RAMON FILE 29133-10

\*\*THRU 386 -> 2.1 (NO. OF LANES) 2.0<-- 1945 THRU Crow Canyon NORTH.

\*\*THRU 386 -> 2.1 (NO. OF LANES) 2.0<-- 1945 THRU STREET NAME: Crow Canyon NORTH.

\*\*THRU 386 -> 2.1 (NO. OF LANES) 2.0<-- 1352 LEFT SPLIT PHASE? NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH NORTH

	ADD A ATTIVO CONTRACTOR									
	STREET NA	N								
SHEOTONIA.			3 PHASE SIG	GNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	322 73	0 * 73	3127 3127	0.0000 0.0233	0.0233				
EB	RIGHT (R) THRU (T) T + R	125 386	125 386 511	1720 3440 3440	0.0727 0.1122 0.1485	0.1485				
WB	THRU (T) LEFT (L)	1945 1352	1945 1352	3440 3127	0.5654 0.4324	0.4324				
No. operate	TOTAL VOI	0.60 A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

. CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
COUNT DATE/TIME: PEAK HOUR:
CONDITION: AM Buildout With Project FILE 29133-10

RIGHT THRU LEFT

0 0 0

NORTH

LEFT 0 --- 0.0 0.0 0.0 0.0 0.0 --- 0 RIGHT

THRU 355 ---> 2.1 (NO. OF LANES) 2.0<--- 2032 THRU Crow Canyon

RIGHT 179 --- 1.1 2.0 0.0 2.0 2.0 --- 1200 LEFT SPLIT PHASE?

V 0 905

LEFT THRU RIGHT

CTOPET NAME .	Dougherty	Rd.	SPITT	PHASES	N

	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	905 377	245 * 377	3127 3127	0.0783 0.1206	0.1206			
EB	RIGHT (R) THRU (T) T + R	179 355	179 355 534	1720 3440 3440	0.1041 0.1032 0.1552				
WB	THRU (T) LEFT (L)	2032 1200	2032 1200	3440 3127	0.5907 0.3838	0.5907			
	TOTAL VOI	0.71 C							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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			3 PHASE SIG	GNAI.		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
VB	RIGHT (R) LEFT (L)	1265 130	956 * 130	3127 3127	0.3057 0.0416	0.3057
ЕВ	RIGHT (R) THRU (T) T + R	107 1761	107 1761 1868	1720 3440 3440	0.0622 0.5119 0.5430	0.5430
WB	THRU (T) LEFT (L)	793 562	793 562	3440 3127	0.2305	0.1797
MD	LEFT (L)	562 LUME-TO-CAP.	562 ACITY RATIO	3127		1.0

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

	STREET NA	AME: Dough	nerty Rd.	SPL:	IT PHASE?	N	
			3 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	1166 191	641 * 191	3127 3127	0.2050 0.0611	0.2050	
EB	RIGHT (R) THRU (T) T + R	308 1876	308 1876 2184	1720 3440 3440	0.1791 0.5453 0.6349	0.6349	
WB	THRU (T) LEFT (L)	803 955	803 955	3440 3127	0.2334 0.3054	0.3054	
	TOTAL VOI	1.15 F	-				

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 1385 COUNT DATE/TIME:	Sunset Dr. and	Bollinger Cyn SAN RA	MOM
	Buildout No Proje		FILE 29133-10
	RIGHT THRU LEFT 1362 5 23		î
^	( <del></del>	^	NORTH
LEFT 275 - 2.0	2.0 1.1 1.1	1.0 73 RIGHT	STREET NAME:
THRU 1339> 3.0	(NO. OF LANES)	4.0< 3263 THRU	Bollinger Cyn
RIGHT 53 1.0	< i	1.0 — 71 LEFT	SPLIT PHASE?
	825 13 149 LEFT THRU RIGHT		

	STREET NA	AME: Sunse	et Dr.	SPL	IT PHASE?	Y	
			6 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	149 13 825	78 * 13 825 838	1650 1650 3000 3000	0.0473 0.0079 0.2750 0.2793	0.2793	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1362 5 23	1211 * 5 23 28	3000 1650 1650 1650	0.4037 0.0030 0.0139 0.0170	0.4037	
EB	RIGHT (R) THRU (T) LEFT (L)	53 1339 275	0 * 1339 275	1650 4950 3000	0.0000 0.2705 0.0917	0.0917	
WB	RIGHT (R) THRU (T) LEFT (L)	73 3263 71	50 * 3263 71	1650 6600 1650	0.0303 0.4944 0.0430	0.4944	
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			1.27 F	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1385 COUNT DATE/TIME:	Sunset Dr. an	d Bollinger Cyn SAN R	AMON
	Buildout No Proj		FILE 29133-10
^	RIGHT THRU LEF 26 19 20	^	NORTH
	2.0 1.1 1.1 (NO. OF LANES)	1.0 63 RIGHT 4.0< 1106 THRU	STREET NAME: Bollinger Cyn
RIGHT 1072 — 1.0	<pre></pre>	Ÿ	SPLIT PHASE? N

	STREET NA	ME: Sunse	et Dr.	SPL.	IT PHASE?	Y
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	17 14 33	0 * 14 33 47	1650 1650 3000 3000	0.0000 0.0085 0.0110 0.0157	0.0157
SB	RIGHT (R) THRU (T) LEFT (L) T + L	26 19 20	0 * 19 20 39	3000 1650 1650 1650	0.0000 0.0115 0.0121 0.0236	0.0236
ЕВ	RIGHT (R) THRU (T) LEFT (L)	1072 3042 1638	1054 * 3042 1638	1650 4950 3000	0.6388 0.6145 0.5460	0.6388
WB	RIGHT (R) THRU (T) LEFT (L)	63 1106 271	43 * 1106 271	1650 6600 1650	0.0261 0.1676 0.1642	0.1642
		UME-TO-CAPA	ACITY RATIO	;		0.84 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON OLINT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION: AM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 26 15 21 NORTH 2.0 2.0 1.1 1.1 1.0 -- 95 RIGHT STREET NAME: Bollinger Cyn THRU 2939 ---> 3.0 (NO. OF LANES) 4.0<--- 1443 THRU 2.1 1.1 1.0 1.0 -- 384 LEFT SPLIT PHASE? 976 --- 1.0 14 17 LEFT THRU RIGHT

SDITT DHASE? V

	STREET NA	ME: Sunse	et Dr.	25.	II PRASE:	1	
			6 PHASE SIG	INAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + L	17 14 33	0 * 14 33 47	1650 1650 3000 3000	0.0000 0.0085 0.0110 0.0157	0.0157	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	26 15 21	0 * 15 21 36	3000 1650 1650 1650	0.0000 0.0091 0.0127 0.0218	0.0218	
EB	RIGHT (R) THRU (T) LEFT (L)	976 2939 1627	958 * 2939 1627	1650 4950 3000	0.5806 0.5937 0.5423	0.5937	
WB	RIGHT (R) THRU (T) LEFT (L)	95 1443 384	74 * 1443 384	1650 6600 1650	0.0448 0.2186 0.2327	0.2327	
		UME-TO-CAPA	ACITY RATIO			0.86 D	200902530

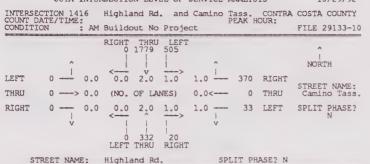
<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: COUNT DATE/TIME: CONDITION: PM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 1322 5 33 NORTH - 2.0 2.0 1.1 1.1 1.0 -- 95 RIGHT THRU 1738 ---> 3.0 (NO. OF LANES) 4.0<--- 3242 THRU 2.1 1.1 1.0 1.0 ---76 LEFT SPLIT PHASE? RIGHT 45 --- 1.0 825 11 173 LEFT THRU RIGHT

	STREET NA	AME: Sunse	et Dr.	SPL	IT PHASE?	Y
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + L	173 11 825	97 * 11 825 836	1650 1650 3000 3000	0.0588 0.0067 0.2750 0.2787	0.2787
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1322 5 33	1148 * 5 33 38	3000 1650 1650 1650	0.3827 0.0030 0.0200 0.0230	0.3827
EB	RIGHT (R) THRU (T) LEFT (L)	45 1738 317	0 * 1738 317	1650 4950 3000	0.0000 0.3511 0.1057	0.1057
WB	RIGHT (R) THRU (T) LEFT (L)	95 3242 76	62 * 3242 76	1650 6600 1650	0.0376 0.4912 0.0461	0.4912
-		LUME-TO-CAP	ACITY RATIO			1.26 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED



							-
			2 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	20 332	0 * 332	1800 3600	0.0000 0.0922		
SB	THRU (T) LEFT (L)	177 <b>9</b> 505	1779 505	3600 1800	0.4942	0.4942	
WB	RIGHT (R) LEFT (L)	370 33	0 * 33	1800 1800	0.0000 0.0183	0.0183	
_	TOTAL VOI		ACITY RATIO	:		0.51 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY

CONDITIO			Buildout	With	Proj	ect	PEAR	OUR:	FILE	29133-10
			RIGHT T		LEFT 34				^	
	^			<u>i</u>	>	^			NOR	TH
LEFT	0	0.0	0.0 2	.0 1	.0	1.0 -	- 316	RIGHT	STREE	T NAME:
THRU	0>	0.0	(NO. OF	LANE	S)	0.0<	- 0	THRU		no Tass.
RIGHT	0	0.0	<		.0 > 28 IGHT	1.0	- 59	LEFT	SPLIT	PHASE? N

	STREET NA	WE: High!	land Rd.	SPL:	IT PHASE?	N	
			2 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	28 256	0 * 256	1800 3600	0.0000		
SB	THRU (T) LEFT (L)	1788 534	1788 534	3600 1800	0.4967 0.2967	0.4967	
WB	RIGHT (R) LEFT (L)	316 59	0 * 59	1800 1800	0.0000 0.0328	0.0328	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.53 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	00111 21112		0. 00		
	CTION 1416 ATE/TIME:	Highland Rd.	and Camino	Tass. CONTRA	COSTA COUNTY
CONDITIO		Buildout No Pro		FEAR HOOK.	FILE 29133-10
		RIGHT THRU L	EFT		^
	^		^		NORTH
LEFT	0.0	0.0 2.0 1.	-> 1.0 <del> </del>	392 RIGHT	STREET NAME:
THRU	0.0	(NO. OF LANES	0.0<	0 THRU	Camino Tass.
RIGHT	0.0	0.0 2.0 1.		26 LEFT	SPLIT PHASE?
	V	0 1731 4			
		LEFT THRU RI	GHT		
ST	REET NAME:	Highland Rd.	SP	LIT PHASE? N	

	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	45 1731	19 * 1731	1800 3600	0.0106 0.4808	0.4808			
SB	THRU (T) LEFT (L)	658 293	658 293	3600 1800	0.1828 0.1628	0.1628			
WB	RIGHT (R) LEFT (L)	392 26	99 * 26	1800 1800	0.0550 0.0144	0.0550			
		UME-TO-CAPI				0.70 B			

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

	0 1685 57 LEFT THRU RIGHT								
	STREET NAME: Highland Rd. SPLIT PHASE? N								
-			2 PHASE SIG	NAL					
	ORIGINAL ADJUSTED V/C MOVEMENT VOLUME VOLUME* CAPACITY RATIO					CRITICAL V/C			
NB	RIGHT (R) THRU (T)	57 1685	20 * 1685	1800 3600	0.0111	0.4681	-cja-cia-cia		
SB	THRU (T) LEFT (L)	563 284	563 284	3600 1800	0.1564 0.1578	0.1578			
WB	RIGHT (R) LEFT (L)	469 37	185 * 37	1800 1800	0.1028 0.0206	0.1028	- Company		
2.00	TOTAL VOL	0.73 C							

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2201 COUNT DATE/TIME:	Airway Blvd. a	and Dublin Extn.	
	Buildout No Pro		FILE 29133-10
	RIGHT THRU LE	FT)	1
^		^	NORTH
LEFT 0 - 0.0	0.0 0.0 0.0	0.0 0	RIGHT STREET NAME:
THRU 1082> 2.0	(NO. OF LANES)	2.0< 950	
RIGHT 674 — 1.0	< - 0.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	2.0 981 >>	LEFT SPLIT PHASE?
	649 0 691 LEFT THRU RIC		

	STREET NA	N							
	4 PHASE SIGNAL								
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C								
NB	RIGHT (R) LEFT (L)	691 649	151 * 649	1650 3000	0.0915 0.2163	0.2163			
EB	RIGHT (R) THRU (T)	674 1082	317 * 1082	1650 3300	0.1921 0.3279	0.3279			
WB	THRU (T) LEFT (L)	950 981	950 981	3300 3000	0.2879 0.3270	0.3270			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.87 INTERSECTION LEVEL OF SERVICE: D								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

	DATE/TIME		Airway Blvd. and Dublin			Extn. LIVERM PEAK HOUR:		ORE	
CONDI	TION	: AM	Buildo	out Wit	th Pro		ELMK II		FILE 29133-10
			RIGHT 0	THRU 0	LEFT 0				^
	^					^			NORTH
LEFT	0	0.0	0.0	0.0	0.0	0.0	0	RIGHT	STREET NAME:
THRU	1113>	2.0	(NO.	OF LA	NES)	2.0<	1017	THRU	Dublin Extn.
RIGHT	720 <del></del>	1.0	< <del>2.0</del> 710	0.0	1.0             	2.0 v	948	LEFT	SPLIT PHASE?
				THRU	RIGHT				

	STREET NA	ME: Airwa	y Blvd.	SPL	T PHASE?	N			
	4 PHASE SIGNAL								
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C								
NB	RIGHT (R) LEFT (L)	678 710	157 * 710	1650 3000	0.0952 0.2367	0.2367			
EB	RIGHT (R) THRU (T)	720 1113	330 * 1113	1650 3300	0.2000 0.3373	0.3373			
WB	THRU (T) LEFT (L)	1017 948	1017 948	3300 3000	0.3082 0.3160	0.3160			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.89 INTERSECTION LEVEL OF SERVICE: D								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NAME: Airway Blvd. SPLIT PHASE? N								
	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	987 738	620 * 738	1650 3000	0.3758 0.2460	0.3758			
EB	RIGHT (R) THRU (T)	415 1819	9 * 1819	1650 3300	0.0055 0.5512	0.5512			
WB	THRU (T) LEFT (L)	615 667	615 667	3300 3000	0.1864 0.2223	0.2223			
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.15 INTERSECTION LEVEL OF SERVICE: F								

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

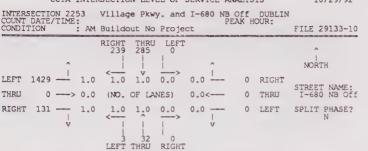
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2201 COUNT DATE/TIME:	Airway Blvd. and	Dublin Extn. LIVER	MORE
	Buildout With Pro	ject	FILE 29133-10
	RIGHT THRU LEFT		^
^		^	NORTH
LEFT 0 0.0	<>	0.0 0 RIGHT	STREET NAME:
THRU 1879> 2.0	(NO. OF LANES)	2.0< 666 THRU	Dublin Extn.
RIGHT 430 1.0	2.0 0.0 1.0 <	2.0 702 LEFT	SPLIT PHASE? N
STREET NAME:			

	JINEEL IV	14							
	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	957 816	571 * 816	1650 3000	0.3461 0.2720	0.3461			
EB	RIGHT (R) THRU (T)	430 1879	0 * 1879	1650 3300	0.0000 0.5694	0.5694			
WB	THRU (T) LEFT (L)	666 702	666 702	3300 3000	0.2018 0.2340	0.2340			
		UME-TO-CAPA				1.15 F			

\* ADJUSTED FOR RIGHT TURN ON RED



	STREET IV		age rawy.	JEL.	LI FILMOL:	74				
	4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	THRU (T) LEFT (L)	32 3	32 3	1650 1650	0.0194 0.0018	0.0018				
SB	RIGHT (R) THRU (T)	239 285	0 * 285	1650 1650	0.0000	0.1727				
EB	RIGHT (R) LEFT (L)	131 1429	128 * 1429	1650 1650	0.0776 0.8661	0.8661				
	TOTAL VOI		ACITY RATIO:			1.04 F				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME - Village Pkus

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET	NAME:				 PHASE?	
		4	PHASE	SIGNAL		
		NAT. Z			 V/C	

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	30 3	30 3	1650 1650	0.0182 0.0018	0.0018	
SB	RIGHT (R) THRU (T)	224 450	0 * 450	1650 1650	0.0000 0.2727	0.2727	
EB	RIGHT (R) LEFT (L)	203 1413	200 * 1413	1650 1650	0.1212 0.8564	0.8564	

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERS				Villa	ge Pkw	y. and	I-68	O NB O	ff K H	DUBLIN	
CONDIT	NOI		PM	Builde	out No	Projec	et _				FILE 29133-10
	Comos F :			RIGHT 482	THRU 217	LEFT					^
		^						^			NORTH
LEFT	1636		1.0	1.0	1.0	0.0	0.0	1	0	RIGHT	STREET NAME:
THRU	0	>	0.0	(NO.	OF LA	NES)	0.0	<	0	THRU	I-680 NB Off
RIGHT	99		1.0	1.0 <	1,0   	0.0               RIGHT	0.0	   	0	LEFT	SPLIT PHASE? N

	STREET NA	ME: Villa	age Pkwy.	SPLIT PHASE? N			
			4 PHASE SIG	GNAL			
333	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	208 48	208 48	1650 1650	0.1261 0.0291	0.0291	
SB	RIGHT (R) THRU (T)	482 217	217	1650 1650	0.0000 0.1315	0.1315	
EB	RIGHT (R) LEFT (L)	99 1636	51 * 1636	1650 1650	0.0309 0.9915 *	* 0.9915	
		UME-TO-CAPA	ACITY RATIO			1.15 F	

	STREET NA	AME: Villa	age Pkwy.	SPL:	IT PHASE?	N			
			4 PHASE SIG	GNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	THRU (T) LEFT (L)	209 52	209 52	1650 1650	0.1267 0.0315	0.0315			
SB	RIGHT (R) THRU (T)	452 312	0 * 312	1650 1650	0.0000 0.1891	0.1891			
EB	RIGHT (R) LEFT (L)	145 1787	93 * 1787	1650 1650	0.0564 1.0830 4	* 1.0830			
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.30 INTERSECTION LEVEL OF SERVICE: p								

	STREET NA	ME: Alco	sta Blvd.	SPLIT PHASE? N						
			2 PHASE SIG	GNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	49 312 6	49 312 6 361 318 367	1800 3600 1800 3600 3600 3600	0.0272 0.0867 0.0033 0.1003 0.0883 0.1019	0.1019				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 326 254	0 326 254 326	1800 3600 1800 3600	0.0000 0.0906 0.1411 0.0906	0.1411				
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	6 0 4	6 0 4 6 4 10	1800 1800 1800 1800 1800 1800	0.0033 0.0000 0.0022 0.0033 0.0022 0.0056	0.0056				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	233 0 107	0 * 0 107 0	3273 1800 1800 3273	0.0000 0.0000 0.0594 0.0000	0.0594				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.31 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

	STREET NA	ME: Alco:	sta Blvd.	SPL.	IT PHASE?	N				
-	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	141 248 6	141 248 6 389 254 395	1800 3600 1800 3600 3600 3600	0.0783 0.0689 0.0033 0.1081 0.0706 0.1097	0.1097				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	0 315 291	0 315 291 315	1800 3600 1800 3600	0.0000 0.0875 0.1617 0.0875	0.1617				
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	8 7 2	8 7 2 15 9	1800 1800 1800 1800 1800 1800	0.0044 0.0039 0.0011 0.0083 0.0050 0.0094	0.0094				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	273 0 365	0 * 0 365 0	3273 1800 1800 3273	0.0000 0.0000 0.2028 0.0000	0.2028				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NA	ME: Alco	sta Blvd.	SPL:	T PHASE?	N
			2 PHASE SIG	INAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	98 374 21	98 374 21 472 395 493	1800 3600 1800 3600 3600 3600	0.0544 0.1039 0.0117 0.1311 0.1097 0.1369	0.1369
SB	RIGHT (R) THRU (T) LEFT (L) T + R	2 335 300	2 335 300 337	1800 3600 1800 3600	0.0011 0.0931 0.1667 0.0936	0.1667
EB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	5 0 4	50 4 54 9	1800 1800 1800 1800 1800 1800	0.0028 0.0000 0.0022 0.0028 0.0022 0.0050	0.0050
WB	RIGHT (R) THRU (T) LEFT (L) T + R	322 3 64	22 * 3 64 25	3273 1800 1800 3273	0.0067 0.0017 0.0356 0.0076	0.0356
			ACITY RATIO: OF SERVICE:			0.34 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
COUNT DATE/TIME:
CONDITION: PM Buildout With Project FILE 29133-10

RIGHT THRU LEFT
1 295 359

ANORTH

LEFT 1 - 1.1 1.1 2.1 1.0 2.1 - 334 RIGHT

THRU 8 -> 1.1 (NO. OF LANES) 1.1<-- 2 THRU Old Ranch Rd.

RIGHT 6 - 1.1 1.1 2.2 1.1 1.0 - 183 LEFT SPLIT PHASE?

V

V

LEFT THRU RIGHT RIGHT

ON OF LANES RIGHT

RIGHT RIGHT RIGHT

SPLIT PHASE? N

	DITTELL TO	THE PLOO	oca biva.	St BII t IIASC. 14		
			2 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	387 393 25	387 393 25 780 418 805	1800 3600 1800 3600 3600 3600	0.2150 0.1092 0.0139 0.2167 0.1161 0.2236	0.2236
SB	RIGHT (R) THRU (T) LEFT (L) T + R	295 359	295 359 296	1800 3600 1800 3600	0.0006 0.0819 0.1994 0.0822	0.1994
ЕВ	RIGHT (R) THRU (T) LEFT (L) T + R T + L T + R + L	6 8 1	6 8 1 14 9	1800 1800 1800 1800 1800 1800	0.0033 0.0044 0.0006 0.0078 0.0050 0.0083	0.0083
WB	RIGHT (R) THRU (T) LEFT (L) T + R	334 2 183	0 * 2 183 2	3273 1800 1800 3273	0.0000 0.0011 0.1017 0.0006	0.1017

\* ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Alcosta Blvd.

0.48

10/29/92

0.41

10/29/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:

CONDITION: AM Buildout No Project FILE 29133-10 FILE 29133-10 THRU LEFT NORTH 1.0 2.0 0.0 LEFT STREET NAME: Old Ranch Rd. 0 THRU (NO. OF LANES) THRU 0 --> 0.0 0.0<-0 LEFT RIGHT 1.0 2.0 0.0 0.0 -221 487 0 LEFT THRU RIGHT SPLIT PHASE? N STREET NAME: Dougherty Rd.

		2 PHASE SIG	INAL		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
THRU (T) LEFT (L)	487 221	487 221	3600 1800	0.1353 0.1228	0.1228
RIGHT (R) THRU (T)	20 969	969	1800 3600	0.0000 0.2692	0.2692
RIGHT (R) LEFT (L)	385 36	164 * 36	1800 3273	0.0911	0.0911
	THRU (T) LEFT (L) RIGHT (R) THRU (T) RIGHT (R)	MOVEMENT VOLUME  THRU (T) 487 LEFT (L) 221  RIGHT (R) 20 THRU (T) 969  RIGHT (R) 385	MOVEMENT ORIGINAL VOLUME *  THRU (T) 487 487 LEFT (L) 221 221 RIGHT (R) 20 0 * THRU (T) 969 969  RIGHT (R) 385 164 *	MOVEMENT VOLUME VOLUME* CAPACITY  THRU (T) 487 487 3600 LEFT (L) 221 221 1800  RIGHT (R) 20 0 * 1800 THRU (T) 969 969 3600  RIGHT (R) 385 164 * 1800	MOVEMENT   ORIGINAL   ADJUSTED   V/C   RATIO

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: AM Buildout With Project FILE 29133-10 FILE 29133-10 RIGHT THRU LEFT 248 2483 0 NORTH 1.0 2.0 0.0 0.0 0 RIGHT 2.0 0 THRU (NO. OF LANES) 0.0<---0 ---> 0.0 SPLIT PHASE? 1.0 2.0 0.0 0.0 -O LEFT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

287 1004 0 LEFT THRU RIGHT STREET NAME: Dougherty Rd. SPLIT PHASE? N

			2 PHASE SIG	NAL		
200	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	1004 287	1004 287	3600 1800	0.2789 0.1594	0.1594
SB	RIGHT (R) THRU (T)	248 2483	121 * 2483	1800 3600	0.0672 0.6897	0.6897
EB	RIGHT (R) LEFT (L)	319 231	32 * 231	1800 3273	0.0178 0.0706	0.0706

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	ECTION 2265	Dougher	ty Rd. and	Old Ranch	Rd. K HO	CONTRA	COSTA COUNTI
COUNT	DATE/TIME:	PM Buildou	t No Projec		או אנ		FILE 29133-10
			THRU LEFT				^
	^			^			NORTH
LEFT	29 2	.0 1.0	2.0 0.0	0.0	0	RIGHT	STREET NAME:
THRU	0> 0	.0 (NO. 0	F LANES)	0.0<	0	THRU	Old Ranch Rd.
RIGHT	320 — 1	.0 < 1.0	2.0 0.0	0.0	0	LEFT	SPLIT PHASE?
		437 1 LEFT T	026 0 HRU RIGHT				
C'	TOFET NAME .	Dougher	tv Rd	SPLIT	° PH	ASE? N	

	STREET NA	ME: Dougi	ierty ka.	SEL.	II EIMDE:					
	2 PHASE SIGNAL									
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	THRU (T) LEFT (L)	1026 437	1026 437	3600 1800	0.2850 0.2428	0.2428				
SB	RIGHT (R) THRU (T)	44 576	28 * 576	1800 3600	0.0156 0.1600	0.1600				
EB	RIGHT (R) LEFT (L)	320 29	0 * 29	1800 3273	0.0000	0.0089				

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

LEFT 282 — 2.0 1.0 2.0 0.0 0.0 — 0 RIGHT

THRU 0 —> 0.0 (NO. OF LANES) 0.0<— 0 THRU Old Ranch Ro

RIGHT 409 — 1.0 1.0 2.0 0.0 0.0 — 0 LEFT SPLIT PHASE?

V

349 2457 0

LEFT THRU RIGHT

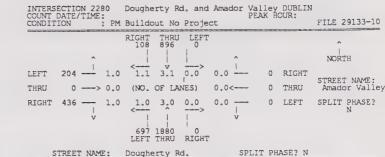
STREET NAME: Dougherty Rd. SPLIT PHASE? N

			2 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	2457 349	2457 349	3600 1800	0.6825 0.1939	0.6825	
SB	RIGHT (R) THRU (T)	244 1218	89 * 1218	1800 3600	0.0494 0.3383		
EB	RIGHT (R) LEFT (L)	409 282	60 * 282	1800 3273	0.0333 0.0862	0.0862	

\* ADJUSTED FOR RIGHT TURN ON RED

0.75 C

10/29/92



	STREET NA	ME: Doug!	nerty Rd.	SPLII PRASE: N						
	4 PHASE SIGNAL									
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	THRU (T) LEFT (L)	1880 697	1880 697	4950 1650	0.3798 0.4224	0.4224				
SB	RIGHT (R) THRU (T) T + R	108 896	108 896 1004	1650 4950 4950	0.0655 0.1810 0.2028	0.2028				
EB	RIGHT (R) LEFT (L)	436 204	0 * 204	1650 1650	0.0000 0.1236	0.1236				

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	ECTION 2280 DATE/TIME:	Dougherty Rd. and	Amador Valley DUBLIN	1
CONDIT		Buildout No Proje		FILE 29133-10
	^	RIGHT THRU LEFT 142 1848 0	^	NORTH
LEFT	66 1.0		0.0 - 0 RIGHT	STREET NAME:
THRU	0> 0.0	(NO. OF LANES)	0.0< 0 THRU	Amador Valley
RIGHT	922 — 1.0 v	1.0 3.0 0.0 <	v	SPLIT PHASE? N
S	TREET NAME:	Dougherty Rd.	SPLIT PHASE? N	

4 PHASE SIGNAL										
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
THRU (T) LEFT (L)	616 322	616 322	4950 1650	0.1244 0.1952	0.1952					
RIGHT (R) THRU (T) T + R	142 1848	142 1848 1990	1650 4950 4950	0.0861 0.3733 0.4020	0.4020					
RIGHT (R) LEFT (L)	922 66	600 * 66	1650 1650	0.3636 0.0400	0.3636					
	RIGHT (R) THRU (T) T + R  RIGHT (R)	MOVEMENT VOLUME  THRU (T) 616 LEFT (L) 322  RIGHT (R) 142 THRU (T) 1848 T + R  RIGHT (R) 922	MOVEMENT ORIGINAL ADJUSTED VOLUME*  THRU (T) 616 616 616  322 322  322  322  322  32	MOVEMENT ORIGINAL ADJUSTED VOLUME* CAPACITY  THRU (T) 616 616 4950 LEFT (L) 322 322 1650  RIGHT (R) 142 142 1650 THRU (T) 1848 1848 4950 T + R 1990 4950  RIGHT (R) 922 600 * 1650	MOVEMENT ORIGINAL VOLUME VOLUME* CAPACITY RATIO  THRU (T) 616 616 4950 0.1244 LEFT (L) 322 322 1650 0.1952  RIGHT (R) 142 142 1650 0.0861 THRU (T) 1848 1848 4950 0.4020  RIGHT (R) 922 600 * 1650 0.3636					

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

Dougherty Rd. and Amador Valley DUBLIN PEAK HOUR: INTERSECTION 2280 Dougherty Rd. and AmadeCOUNT DATE/TIME:
CONDITION : AM Buildout With Project FILE 29133-10 NORTH <--- v ---> 0.0 1.0 LEFT 0 RIGHT STREET NAME: THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU 884 --- 1.0 1.0 3.0 0.0 0.0 -0 LEFT SPLIT PHASE? 300 1073 0 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	THRU (T) LEFT (L)	1073 300	1073 300	4950 1650	0.2168 0.1818	0.1818				
SB	RIGHT (R) THRU (T) T + R	292 2934	292 2934 3226	1650 4950 4950	0.1770 0.5927 0.6517	0.6517				
EB	RIGHT (R) LEFT (L)	884 169	584 * 169	1650 1650	0.3539 0.1024	0.3539				

SPLIT PHASE? N

STREET NAME: Dougherty Rd.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10 NORTH 1.1 3.1 0.0 0.0 ---1.0 388 0 RIGHT LEFT STREET NAME: Amador Valley 0 ---> 0.0 (NO. OF LANES) 0.0<---THRU 0 THRU SPLIT PHASE? 1.0 3.0 0.0 0.0 RIGHT 450 --- 1.0 0 LEFT 679 2963 0 LEFT THRU RIGHT STREET NAME: Dougherty Rd.

SPLIT PHASE? N

	4 PHASE SIGNAL									
	ORIGINA MOVEMENT VOLUME		ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	THRU (T) LEFT (L)	2963 679	2963 679	4950 1650	0.5986 0.4115	0.4115				
SB	RIGHT (R) THRU (T) T + R	203 1441	203 1441 1644	1650 4950 4950	0.1230 0.2911 0.3321	0.3321				
EB	RIGHT (R) LEFT (L)	450 388	0 * 388	1650 1650	0.0000 0.2352	0.2352				
27822	TOTAL VOL	0.98 E	#URDE							

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

NORTH 1.0 1.0 0.0 1.0 1.0 - 300 RIGHT LEFT 29 ---> 1.0 (NO. OF LANES) 1.0<---75 THRU THRU 0 LEFT SPLIT PHASE? 0.0 0.0 0.0 0.0 ---RIGHT - 0.0 LEFT THRU RIGHT

STREET	NAME:	Amador	Plaza	SPLIT	PHASE?	P

2000			3 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	245 588	219 * 588	1720 1720	0.1273 0.3419	0.3419
EB	THRU (T) LEFT (L)	29 26	29 26	1720 1720	0.0169 0.0151	0.0151
WB	RIGHT (R) THRU (T)	300 75	0 * 75	1720 1720	0.0000 0.0436	0.0436
		UME-TO-CAPA	ACITY RATIO			0.40 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

10/29/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project FILE 29133-10 THRU LEFT 0 663 NORTH 1.0 LEFT STREET NAME: I-680 SB Off 34 ---> 1.0 (NO. OF LANES) 1.0<--- 72 THRU THRU 0 LEFT 0.0 ---SPLIT PHASE? 0.0 0.0 0.0 0.0 0 0 0 LEFT THRU RIGHT

	STREET NA	ME: Amado	or Plaza	SPL	IT PHASE?	N				
	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	241 663	216 * 663	1720 1720	0.1256 0.3855	0.3855				
EB	THRU (T) LEFT (L)	34 25	34 25	1720 1720	0.0198 0.0145	0.0145				
WB	RIGHT (R) THRU (T)	318 72	72 *	1720 1720	0.0000 0.0419	0.0419				
20000		UME-TO-CAP	ACITY RATIO			0.44 A				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	CTION 220 DATE/TIME		Amadoi	: Plaza	a and	1-68	50 SE	EAK H	OUR:	
CONDIT			Buildo	out No	Projec	it				FILE 29133-10
			RIGHT 149	THRU 0	LEFT 826		3 .5 .00			^
	^				-		^			NORTH
LEFT	151	1.0	1.0	0.0	1.0	1.0	1	281	RIGHT	STREET NAME:
THRU	216>	1.0	(NO.	OF LA	NES)	1.0	<	26	THRU	I-680 SB Off
RIGHT	0	0.0	0.0	0.0	0.0	0.0	1	0	LEFT	SPLIT PHASE?
	v		0	0	1		٧			
			LEFT	THRU	RIGHT					
	PDPPM NAM	7.4	Amadas	- 01	-		CDI	TT DH	ACES M	

	STREET NAME: Amador Plaza SPLIT PHASE? N										
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
SB	RIGHT (R) LEFT (L)	149 826	0 * 826	1720 1720	0.0000 0.4802	0.4802					
EB	THRU (T) LEFT (L)	216 151	216 151	1720 1720	0.1256 0.0878	0.1256					
WB	RIGHT (R) THRU (T)	281 26	0 * 26	1720 1720	0.0000 0.0151						
	TOTAL VOI	0.61 B									

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10: THRU LEFT NORTH 163 — 1.0 1.0 0.0 1.0 1.0 --- 214 RIGHT STREET NAME: I-680 SB Off THRU 203 ---> 1.0 (NO. OF LANES) 1.0<--- 22 THRU 0.0 0.0 0.0 0.0 -RIGHT 0 --- 0.0 0 LEFT SPLIT PHASE?

		LEF?	T THRU RIGH	AT			- 1			
	STREET NA	ME: Amado	or Plaza	SPL	IT PHASE?	N				
	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	-			
SB	RIGHT (R) LEFT (L)	166 801	801	1720 1720	0.0017 0.4657	0.4657				
EB	THRU (T) LEFT (L)	203 163	203 163	1720 1720	0.1180 0.0948	0.1180	}			
WB	RIGHT (R) THRU (T)	214 22	0 *	1720 1720	0.0000 0.0128		1			
-	TOTAL VOI		ACITY RATIO: OF SERVICE:	•		0.58 A				

\* ADJUSTED FOR RIGHT TURN ON RED

10/29/92

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout No Project FILE 29133-10 RIGHT THRU LEFT 0 1329 1056 NORTH 0 - 0.0 0.0 3.0 1.0 1.0 - 262 RIGHT LEFT 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0.0 3.0 1.0 1.0 --- 100 LEFT SPLIT PHASE? RIGHT LEFT THRU RIGHT

-	STREET NA	ME: Dough	nerty Rd.	SPLIT PHASE? N							
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	65 438	0 * 438	1720 5160	0.0000	0.0849					
SB	THRU (T) LEFT (L)	1329 1056	1329 1056	5160 1720	0.2576 0.6140	0.6140					
WB	RIGHT (R) LEFT (L)	262 100	100 *	1720 1720	0.0000 0.0581	0.0581					
	TOTAL VOI	0.76 C									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: PEAK HOUR: INTERSECTION 2230
COUNT DATE/TIME:
CONDITION : AM Buildout With Project

RIGHT THRU LEFT
0 2117 1316 FILE 29133-10 NORTH 0.0 0.0 3.0 1.0 1.0 444 RIGHT LEFT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0.0 3.0 1.0 1.0 --0.0 - 100 LEFT RIGHT 0 653 66 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N					
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	66 653	0 * 653	1720 5160	0.0000 0.1266	0.1266					
SB	THRU (T) LEFT (L)	2117 1316	2117 1316	5160 1720	0.4103 0.7651	0.7651					
WB	RIGHT (R) LEFT (L)	<b>444</b> 100	100 *	1720 1720	0.0000 0.0581	0.0581					
		UME-TO-CAP	ACITY RATIO			0.95					

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION : PM Buildout No Project FILE 29133-10 RIGHT THRU LEFT 0 587 480 NORTH 0.0 0.0 3.0 1.0 1.0 992 RIGHT LEFT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU -- 0.0 0.0 3.0 1.0 1.0 -- 100 LEFT RIGHT 0 1216 104 LEFT THRU RIGHT

	STREET NA	WE: Dougi	iercy Ra.	SPLII PRASE: N								
	3 PHASE SIGNAL											
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
NB	RIGHT (R) THRU (T)	104 1216	4 * 1216	1720 5160	0.0023 0.2357	0.2357						
SB	THRU (T) LEFT (L)	587 480	587 480	5160 1720	0.1138 0.2791	0.2791						
WB	RIGHT (R) LEFT (L)	992 100	512 * 100	1720 1720	0.2977 0.0581	0.2977						
	TOTAL VOI	0.81 D										

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project RIGHT THRU LEFT 0 1096 526 NORTH 0 -- 0.0 0.0 3.0 1.0 1.0 -- 1453 RIGHT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0.0 3.0 1.0 1.0 -RIGHT 0.0 100 LEFT SPLIT PHASE?

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	3 PHASE SIGNAL										
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
NB	RIGHT (R) THRU (T)	101 1781	1781 *	1720 5160	0.0006 0.3452	0.3452					
SB	THRU (T) LEFT (L)	1096 526	1096 526	5160 1720	0.2124 0.3058	0.3058					
WB	RIGHT (R) LEFT (L)	1453 100	927 * 100	1720 1720	0.5390 0.0581	0.5390					
	1.19										

SPLIT PHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0 1781 101 LEFT THRU RIGHT

STREET NAME: Dougherty Rd.

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN COUNT DATE/TIME:

CONDITION : AM Buildout No Project FILE 29133-10

RIGHT THRU LEFT 23 0 1098

RIGHT 1.0 0.0 0.0 0.0 1.0 1.0 220 RIGHT STREET NAME:

THRU 1587 -> 3.0 (NO. OF LANES) 3.0<--- 1522 THRU Dublin Extn.

RIGHT 0 --- 0.0 0.0 0.0 0.0 0.0 --- 0 LEFT SPLIT PHASE? N

STREET NAME:

STREET NAME: S.P. R.O.W. SPLIT PHASE? N

	3 PHASE SIGNAL										
	ORIGINAL ADJUSTED V/C ( MOVEMENT VOLUME VOLUME* CAPACITY RATIO										
SB	RIGHT (R) LEFT (L)	23 1098	0 * 1098	1720 1720	0.0000 0.6384	0.6384					
EB	THRU (T) LEFT (L)	1587 42	1587 42	5160 1720	0.3076 0.0244	0.0244					
WB	RIGHT (R) THRU (T)	0.2950									
20.000	TOTAL VOL	0.96 E									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Buildout With Project AM Buildout With Project FILE 29133-10 RIGHT THRU LEFT NORTH 1.0 0.0 1.0 1.0 --- 211 RIGHT 1.0 STREET NAME: Dublin Extn. 1480 ---> 3.0 (NO. OF LANES) 3.0<--- 1384 THRU 0.0 0.0 0.0 -- 0.0 0.0 ---SPLIT PHASE? LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: S.P.	R.O.W.	SPL:	IT PHASE?	N
			3 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	40 1342	0 * 1342	1720 1720	0.0000 0.7802	0.7802
EB	THRU (T) LEFT (L)	1480 233	1480 233	5160 1720	0.2868 0.1355	0.1355
WB	RIGHT (R) THRU (T)	211 1384	1384	1720 5160	0.0000	0.2682
-		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			1.18 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT				S.P.	R.O.W.	and	Dubli		n. K H	DUBLIN	
CONDIT		TIME		Builde	out No	Projec	ct	PEA	in n	JUK:	FILE 29133-10
				RIGHT	THRU	LEFT 575					^
		^					^				NORTH
				1.0 (NO.		1	1.0 -				STREET NAME: Dublin Extn.
RIGHT						0.0					SPLIT PHASE?
RIGHT		V	0.0	<	THRU	O RIGHT	v	,	0	TIEL I	N N
S	TREET	NAMI	2:	S.P. I	R.O.W.			SPLIT	PH	ASE? N	

	3 PHASE SIGNAL											
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
SB	RIGHT (R) LEFT (L)	9 575	0 * 575	1720 1720	0.0000 0.3343	0.3343						
ЕВ	THRU (T) LEFT (L)	1540 344	1540 344	5160 1720	0.2984	0.2000						
WB	RIGHT (R) THRU (T)	648 2450	73 * 2450	1720 5160	0.0424 0.4748	0.4748						
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.01 INTERSECTION LEVEL OF SERVICE: F											

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN COUNT DATE/TIME: PM Buildout With Project FILE 29133-10 THRU LEFT 0 612 RIGHT NORTH <--- v --- v 1.0 --- 798 RIGHT 655 ---STREET NAME: THRU 1315 ---> 3.0 (NO. OF LANES) 3.0<--- 2362 THRU Dublin Extn. 0.0 0.0 0.0 0.0 0.0 ---0 LEFT SPLIT PHASE? LEFT THRU RIGHT

-	SIREET NA	ME: 5.P.	K.U.W.	SPL.	IT PHASE?	N	
-			3 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	-
SB	RIGHT (R) LEFT (L)	15 612	0 * 612	1720 1720	0.0000 0.3558	0.3558	
EB	THRU (T) LEFT (L)	1315 655	1315 655	5160 1720	0.2548 0.3808	0.3808	
WB	RIGHT (R) THRU (T)	798 2362	186 * 2362	1720 5160	0.1081 0.4578	0.4578	
	TOTAL VOL	LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			1.19	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: San Ramon Rd. SPLIT PHASE? N

10/29/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : AM Buildout No Project FILE 29133-10 RIGHT THRU LEFT 155 861 146 NORTH 462 - 2.1 1.0 3.0 2.0 1.0 - 85 RIGHT -> 2.1 (NO. OF LANES) 1.0<--- 102 THRU 2.0 3.0 2.0 2.0 -- 227 LEFT 413 372 531 LEFT THRU RIGHT

8 PHASE SIGNAL										
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C										
NB	RIGHT (R) THRU (T) LEFT (L)	531 372 413	406 * 372 413	3000 4950 3000	0.1353 0.0752 0.1377	0.1377				
SB	RIGHT (R) THRU (T) LEFT (L)	155 861 146	0 * 861 146	1650 4950 3000	0.0000 0.1739 0.0487	0.1739				
EB	RIGHT (R) THRU (T) LEFT (L) T + L	350 283 462	123 * 283 462 745	1650 3300 3000 4650	0.0745 0.0858 0.1540 0.1602	0.1602				
WB	RIGHT (R) THRU (T) LEFT (L)	85 102 227	5 * 102 227	1650 1650 3000	0.0030 0.0618 0.0757	0.0757				
DEREN		LUME-TO-CAPA	ACITY RATIO			0.55 A				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 184 861 161 NORTH 2.1 1.0 3.0 2.0 1.0 -- 80 RIGHT 298 ---> 2.1 (NO. OF LANES) 1.0<--- 106 THRU - 1.0 2.0 3.0 2.0 2.0 -- 227 LEFT SPLIT PHASE? RIGHT 401 -413 372 531 LEFT THRU RIGHT

SPLIT PHASE? N

	8 PHASE SIGNAL									
ORIGINAL ADJUSTED V/C CRITI MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C										
NB	RIGHT (R) THRU (T) LEFT (L)	531 372 413	406 * 372 413	3000 4950 3000	0.1353 0.0752 0.1377	0.1377				
SB	RIGHT (R) THRU (T) LEFT (L)	184 861 161	0 * 861 161	1650 4950 3000	0.0000 0.1739 0.0537	0.1739				
EB	RIGHT (R) THRU (T) LEFT (L) T + L	401 298 381	174 * 298 381 679	1650 3300 3000 4650	0.1055 0.0903 0.1270 0.1460	0.1460				
WB	RIGHT (R) THRU (T) LEFT (L)	80 106 227	0 * 106 227	1650 1650 3000	0.0000 0.0642 0.0757	0.0757				
= 7740	TOTAL VOLUME-TO-CAPACITY RATIO: 0.53 INTERSECTION LEVEL OF SERVICE: A									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: San Ramon Rd.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN

COUNT	DATE/TIME ION		Builde	out No	Proje	ct	P.	EAK H	OUR:	FILE 29133-10
			RIGHT 125	THRU 739	LEFT 222					^
	•			-			^			NORTH
LEFT	226	2.1	1.0	3.0	2.0	1.0		208	RIGHT	STREET NAME:
THRU	284>	2.1	(NO.	OF LA	NES)	1.0<		300	THRU	Dublin Blvd.
RIGHT	463	1.0	2.0		2.0	2.0		884	LEFT	SPLIT PHASE?
	v		1	1	1		v			
			400 LEFT	889 THRU	1098 RIGHT					
S	TREET NAM	E:	San Ra	amon R	d.		SPL	IT PH	ASE? N	

			8 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	1098 889 400	612 * 889 400	3000 4950 3000	0.2040 0.1796 0.1333	0.1333	
SB	RIGHT (R) THRU (T) LEFT (L)	125 739 222	739 222	1650 4950 3000	0.0006 0.1493 0.0740	0.1493	
EB	RIGHT (R) THRU (T) LEFT (L) T + L	463 284 226	243 * 284 226 510	1650 3300 3000 4650	0.1473 0.0861 0.0753 0.1097	0.1473	
WB	RIGHT (R) THRU (T) LEFT (L)	208 300 884	86 * 300 884	1650 1650 3000	0.0521 0.1818 0.2947	0.2947	
20,944		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.72 C	= 31

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10 NORTH 1 - 2.1 1.0 3.0 2.0 1.0 - 206 RIGHT THRU 310 ---> 2.1 (NO. OF LANES) 1.0<--- 303 THRU 2.0 3.0 2.0 2.0 --- 884 LEFT RIGHT 463 --- 1.0 SPLIT PHASE? 406 889 1123 LEFT THRU RIGHT

SPITT PHASE? N

	DIRECT 14	am. can	terion ite.	J. L.	TT FILME:	74		
	8 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	1123 889 406	637 * 889 406	3000 4950 3000	0.2123 0.1796 0.1353	0.2123		
SB	RIGHT (R) THRU (T) LEFT (L)	125 739 222	9 * 739 222	1650 4950 3000	0.0055 0.1493 0.0740	0.0740		
EB	RIGHT (R) THRU (T) LEFT (L) T + L	463 310 211	240 * 310 211 521	1650 3300 3000 4650	0.1455 0.0939 0.0703 0.1120	0.1455		
WB	RIGHT (R) THRU (T) LEFT (L)	206 303 884	84 * 303 884	1650 1650 3000	0.0509 0.1836 0.2947	0.2947		
	TOTAL VOI	IMF-TO-CAP	ACTTY RATIO			0.73		

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION LEVEL OF SERVICE:

STREET NAME: San Ramon Rd.

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PM Buildout No Project

	STREET NA	ME: Dough	nerty Rd.	SPL	T PHASE?	N
			6 PHASE SIG	NAL		
2000	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	399 681 247	399 681 247 1080	1650 4950 3000 4950	0.2418 0.1376 0.0823 0.2182	0.2418
SB	RIGHT (R) THRU (T) LEFT (L)	79 997 472	997 472	1650 4950 1650	0.0000 0.2014 0.2861	0.2861
EB	RIGHT (R) THRU (T) LEFT (L)	529 1069 156	393 * 1069 156	1650 4950 3000	0.2382 0.2160 0.0520	0.2382
WB	RIGHT (R) THRU (T) LEFT (L)	493 544 479	21 * 544 479	1650 4950 3000	0.0127 0.1099 0.1597	0.1597
_						

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

RIGHT THRU LEFT NORTH 1.0 3.0 1.0 1.0 - 639 RIGHT 3.0<--- 951 THRU 984 ---> 3.0 (NO. OF LANES) THRU 2.0 --- 1136 LEFT - 1.0 2.0 3.1 1.1 645 768 459 LEFT THRU RIGHT STREET NAME: Dougherty Rd. SPLIT PHASE? N 6 PHASE SIGNAL ORIGINAL VOLUME ADJUSTED VOLUME\* CRITICAL V/C V/C RATIO MOVEMENT CAPACITY 0.2782 RIGHT (R) THRU (T) LEFT (L) T + R 459 768 645 1227 1650 4950 3000 4950 0.2782 RIGHT (R) THRU (T) LEFT (L) 1650 4950 1650 0.0000 0.1788 0.2703 885 446 0.2703 461 984 162 1650 4950 3000 0.2794 0.1988 0.0540 RIGHT (R) THRU (T) LEFT (L) 0.2794 0.3787

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

, coin inte	ACCITON DEVEL OF .	Dittarch Memprore	20/23/32
INTERSECTION 2307 COUNT DATE/TIME:	Dougherty Rd. and	Dublin Blvd. DUBLIN	
	Buildout With Pro		FILE 29133-10
^	RIGHT THRU LEFT 120 1568 590	^	l NORTH
		1.0 502 RIGHT 3.0< 471 THRU	STREET NAME: Dublin Blvd.
RIGHT 672 — 1.0	2.0 3.1 1.1 <	2.0 — 429 LEFT v	SPLIT PHASE?

STREET NAME: Dougherty Rd. SPLIT PHASE? N

CCTA TAMEBRECTION IDNET OF SERVICE ANALYSIS 10/29/92

			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	344 681 247	344 681 247 1025	1650 4950 3000 4950	0.2085 0.1376 0.0823 0.2071	0.2085
SB	RIGHT (R) THRU (T) LEFT (L)	120 1568 590	0 * 1568 590	1650 4950 1650	0.0000 0.3168 0.3576	0.3576
EB	RIGHT (R) THRU (T) LEFT (L)	672 1073 224	536 * 1073 224	1650 4950 3000	0.3248 0.2168 0.0747	0.3248
WB	RIGHT (R) THRU (T) LEFT (L)	502 471 429	0 * 471 429	1650 4950 3000	0.0000 0.0952 0.1430	0.1430
	TOTAL VOI		ACITY RATIO OF SERVICE:	9		1.03 F

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

## CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN PEAK HOUR: CONDITION RIGHT THRU LEFT 73 885 593 RIGHT THRU LEFT 73 885 593 RIGHT THRU LEFT 73 885 593 RIGHT THRU LEFT 73 885 593 RIGHT THRU LEFT 74 885 593 RIGHT THRU LEFT 75 885 593 RIGHT THRU LEFT 76 885 593 RIGHT STREET NAME: Dublin Blvd. STREET NAME: Dublin Blvd. RIGHT 816 — 1.0 2.0 3.1 1.1 2.0 — 1006 LEFT SPLIT PHASE? N 645 1045 404 LEFT THRU RIGHT

	STREET NA	ME: Doug	herty Rd.	SPL	IT PHASE?	N
			6 PHASE SIG	INAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	404 1045 645	404 1045 645 1449	1650 4950 3000 4950	0.2448 0.2111 0.2150 0.2927	0.2927
SB	RIGHT (R) THRU (T) LEFT (L)	73 885 593	0 * 885 593	1650 4950 1650	0.0000 0.1788 0.3594	0.3594
EB	RIGHT (R) THRU (T) LEFT (L)	816 991 251	461 * 991 251	1650 4950 3000	0.2794 0.2002 0.0837	0.2794
WB	RIGHT (R) THRU (T) LEFT (L)	779 861 1006	186 * 861 1006	1650 4950 3000	0.1127 0.1739 0.3353	0.3353
20 200.00		LUME-TO-CAPATION LEVEL	ACITY RATIO: OF SERVICE:			1.27 F

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Buildout No Project FILE FILE 29133-10 RIGHT THRU LEFT 515 1772 0 1.9 2.0 0.0 2.0 - 703 RIGHT

LEFT 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU RIGHT - 0.0 0.0 3.0 1.9 2.0 — 515 LEFT SPLIT PHASE? aberty Pd SDITT DHASES N

	SIREEI NA	we: Dougi	iercy Rd.	321	II PUMBE:	IN
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	557 1027	557 1027	1800 5400	0.3094 0.1902	
SB	RIGHT (R) THRU (T)	515 1772	515 1772	1800 3600	0.2861 0.4922	0.4922
WB	RIGHT (R) LEFT (L)	703 515	3 *\$ 515	3273 3273	0.0009 0.1573	0.1573
		UME-TO-CAPA				0.65 B

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

	ATE/TIME:	ponduetry ko	1. and 1-38	PEAK H		MION
CONDITIO		Buildout Wit	h Project	FLAR II	JUK.	FILE 29133-10
	î	RIGHT THRU 1060 1915	1	^		NORTH
LEFT	0.0	1.9 2.0	0.0 2.0	703	RIGHT	STREET NAME:
THRU	0> 0.0	(NO. OF LAN	JES) 0.0<	0	THRU	I-580 WB Off
RIGHT	0.0 V	0.0 3.0 	1.9 2.0 >         557   RIGHT	515 v	LEFT	SPLIT PHASE? N

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N			
	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	557 1043	557 1043	1800 5400	0.3094 0.1931				
SB	RIGHT (R) THRU (T)	1060 1915	1060 1915	1800 3600	0.5889 0.5319	0.5319			
WB	RIGHT (R) LEFT (L)	703 515	3 *\$ 515	3273 3273	0.0009 0.1573	0.1573			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.69 INTERSECTION LEVEL OF SERVICE: B								

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECTAL ADJUSTMENT APPLIED Developed by TIMM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PM Buildout No Project PEAK HOUR: FILE FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 <1.9 2.0 0.0 2.0 - 614 RIGHT LEFT STREET NAME: I-580 WB Off 0 --> 0.0 (NO. OF LANES) 0.0<-- 0 THRU THRU 0.0 3.0 1.9 2.0 — 239 LEFT SPLIT PHASE? - 0.0 RIGHT 0 1582 1868 LEFT THRU RIGHT

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N
3,22			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	1868 1582	1868 1582	1800 5400	1.0378	k sk
SB	RIGHT (R) THRU (T)	1051 1790	1051 1790	1800 3600	0.5839 0.4972	0.4972
WB	RIGHT (R) LEFT (L)	614 239	96 *\$ 239	3273 3273	0.0293 0.0730	0.0730
27 30.50			ACITY RATIO:			0.57

\*\* APPROACHING OR EXCEEDING CAPACITY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/20/02

	CCIA IIVID	IDECTION LEVEL OF	SPEKATOR WANTED	10/27/72
	CTION 2308 ATE/TIME:	Dougherty Rd. and	I-580 WB Off PEAK HO	
CONDITI		Buildout With Pro		FILE 29133-10
	î	RIGHT THRU LEFT 1400 1790 0	^	NORTH
LEFT		1.9 2.0 0.0		RIGHT STREET NAME:
THRU	0> 0.0	(NO. OF LANES)	0.0<	THRU I-580 WB Off
RIGHT	0.0	0.0 3.0 1.9 (	2.0 239 v	LEFT SPLIT PHASE?

	STREET NA	ME: Dough	erty Rd.	SPL:	IT PHASE?	N
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	1862 1778	1862 1778	1800 5400	1.0344	**
SB	RIGHT (R) THRU (T)	1400 1790	1400 1790	1800 3600	0.7778 0.4972	0.4972
WB	RIGHT (R) LEFT (L)	614 239	292 *\$ 239	3273 3273	0.0892	0.0892
1		UME-TO-CAPA	CITY RATIO: OF SERVICE:			0.59 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \*\* APPROACHING OR EXCEEDING CAPAC \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY \*\* APPROACHING OR EXCEEDING CAPACITY

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE CONDITION: AM Buildout No Project FILE FILE 29133-10 RIGHT THRU NORTH 0.0 2.0 1.9 2.0 0.0 0 RIGHT STREET NAME: I-580 EB Off 0 THRU (NO. OF LANES) THRU -> 0.0 SPLIT PHASE? 0 LEFT 0.0 3.0 0.0 RIGHT 1991 -

	STREET NA	ME: Hopya	ard Rd.	SPLIT PHASE? N						
	2 PHASE SIGNAL									
CHEST	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	324 1157	324 1157	1800 5400	0.1800 0.2143					
SB	RIGHT (R) THRU (T)	510 1678	510 1678	1800 3600	0.2833 0.4661	0.4661				
EB	RIGHT (R) LEFT (L)	1991 430	1569 *\$ 430	3273 3273	0.4794	0.4794				

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0.95

10/29/92

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: PEAK HOUR: FILE FILE 29133-10 RIGHT THRU 510 1807 LEFT NORTH 1.9 2.0 0.0 0.0 ---2.0 0 RIGHT LEFT 0 THRU 0 ---> 0.0 (NO. OF LANES) 0.0<--THRU 0 LEFT SPLIT PHASE? - 2.0 0.0 3.0 1.9 0.0 -0 1157 337 LEFT THRU RIGHT

. CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Hopya	ard Kd.	SPL.	II PRASE:	TA .				
-	2 PHASE SIGNAL									
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	RIGHT (R) THRU (T)	337 1157	337 1157	1800 5400	0.1872 0.2143					
SB	RIGHT (R) THRU (T)	510 1807	510 1807	1800 3600	0.2833 0.5019	0.5019				
EB	RIGHT (R) LEFT (L)	2033 518	1740 *\$ 518	3273 3273	0.5316 0.1583	0.5316				

COLTT DUNCES N

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME:
CONDITION: PM Buildout No Project FILE FILE 29133-10 NORTH 306 --- 2.0 1.9 2.0 ρ.0 TEET STREET NAME: 1-580 EB Off 0 --> 0.0 (NO. OF LANES) 0.0<-THRU SPLIT PHASE? 0 LEFT 2.0 0.0 3.0 1.9 0\_0 -

	STREET NA	ME: Hopy	ard Rd.	SPLIT PHASE? N						
	2 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	571 3152	571 3152	1800 5400	0.3172 0.5837	0.5837				
SB	RIGHT (R) THRU (T)	748 1265	748 1265	1800 3600	0.4156 0.3514					
EB	RIGHT (R) LEFT (L)	1017 306	317 *\$ 306	3273 3273	0.0969 0.0935	0.0969				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.68 INTERSECTION LEVEL OF SERVICE: B									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2309 Hopyard Rd. and I-5 COUNT DATE/TIME: CONDITION: PM Buildout With Project Hopyard Rd. and I-580 EB Off PLEASANTON PEAK HOUR: FILE 29133-10 THRU 1278 NORTH 1.9 2.0 0.0 2.0 0.0 ---0 RIGHT LEFT STREET NAME: I-580 EB Off (NO. OF LANES) 0.0<---0.0 0 THRU 0.0 3.0 1.9 SPLIT PHASE? 0 3241 571 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NAME: HODYATO RG.			SPLII PHASE: N			
-			2 PHASE SIG	SNAL			
SMOKE	MOVEMENT ORIGINA VOLUME		ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	571 3241	571 3241	1800 5400	0.3172 0.6002	0.6002	
SB	RIGHT (R) THRU (T)	748 1278	748 1278	1800 3600	0.4156 0.3550		
EB	RIGHT (R) LEFT (L)	1017 419	317 *\$ 419	3273 3273	0.0969 0.1280	0.1280	
-							
	TOTAL VOI	0.73 C					

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

0 1832 737 LEFT THRU RIGHT

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Buildout No Project FILE 29 FILE 29133-10 NORTH - 0.0 1.9 3.0 0.0 2.0 - 846 RIGHT LEFT STREET NAME: I-580 WB Off THRU 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU 0.0 2.0 1.9 2.0 — 800 LEFT RIGHT 0.0 SPLIT PHASE?

10/29/92

	STREET NAME: Tassajara Rd.			SPLIT PHASE? N					
	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	737 1832	737 1832	1650 3300	0.4467 0.5552	0.5552			
SB	RIGHT (R) THRU (T)	1815 1425	1815 1425	1650 4950	1.1000	** .			
WB	RIGHT (R) LEFT (L)	846 800	846 \$ 800	3000 3000	0.2820 0.2667	0.2820			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.84								

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: FILE DATE/TIME:
TION: PM Buildout No Project FILE 29133-10 NORTH 1.9 3.0 0.0 2.0 475 RIGHT 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU THRU 0.0 2.0 1.9 2.0 — 530 LEFT RIGHT 0.0 SPLIT PHASE?

	STREET NAME: Tassajara Rd.		ajara Rd.	SPI	IT PHASE?	N		
	4 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	866 2586	866 2586	1650 3300	0.5248 0.7836	0.7836		
SB	RIGHT (R) THRU (T)	911 1799	911 1799	1650 4950	0.5521 0.3634			
WB	RIGHT (R) LEFT (L)	475 530	475 530	\$ 3000 3000	0.1583 0.1767	0.1767		
Manuf	TOTAL VOLUME-TO-CAPACITY RATIO: 0.96 INTERSECTION LEVEL OF SERVICE: E							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS							
	CTION 2322 ATE/TIME:	Tassajara Ro	d. and	I-580 WB	Off EAK H	PLEASA	NTON	
CONDITIO	FILE 29133-10							
		RIGHT THRU 1748 1470	LEFT				^	
	^		-	^			NORTH	
LEFT	0.0	1.9 3.0	0.0	2.0	851	RIGHT	STREET NAME:	
THRU	0> 0.0	(NO. OF LA	NES)	0.0<	0	THRU	I-580 WB Off	
RIGHT	0.0	0.0 2.0	1.9         	2.0     	800	LEFT	SPLIT PHASE?	
		LEFT THRU	RIGHT					

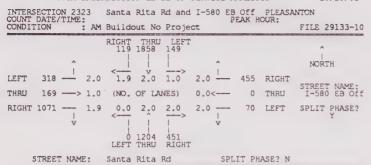
	STREET NA	ME: Tassa	ajara Rd.	SPL	SPLIT PHASE? N				
4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	737 1838	737 1838	1650 3300	0.4467 0.5570	0,5570			
SB	RIGHT (R) THRU (T)	1748 1470	1748 1470	1650 4950	1.0594	**			
WB	RIGHT (R) LEFT (L)	851 800	851 \$ 800	3000 3000	0.2837	0.2837			
	TOTAL VOI	UME-TO-CAPA		:		0.84 D			

\* ADJUSTED FOR RIGHT TURN ON RED \*\* APPROACHING OR EXCEEDING CAPAC \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY \*\* APPROACHING OR EXCEEDING CAPACITY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PM Buildout With Project FILE FILE 29133-10 RIGHT THRU LEFT NORTH 0 --- 0.0 1.9 3.0 0.0 2.0 --- 498 RIGHT 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU - 0.0 0.0 2.0 1.9 2.0 -- 530 LEFT SPLIT PHASE? 0 2601 866 LEFT THRU RIGHT STREET NAME: Tassajara Rd. SPLIT PHASE? N

	4 PHASE SIGNAL									
		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	866 2601	866 2601	1650 3300	0.5248 0.7882	0.7882				
SB	RIGHT (R) THRU (T)	929 1876	929 1876	1650 4950	0.5630 0.3790					
WB	RIGHT (R) LEFT (L)	498 530	498 \$ 530	3000 3000	0.1660 0.1767	0.1767				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.96 INTERSECTION LEVEL OF SERVICE: E									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY



	6 PHASE SIGNAL							
MOVEMENT ORIGINAL VOLUME			ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	451 1204	413 * 1204	3000 3300	0.1377 0.3648			
SB	RIGHT (R) THRU (T) LEFT (L)	119 1858 149	119 1858 149	1650 3300 1650	0.0721 0.5630 0.0903	0.5630		
EB	RIGHT (R) THRU (T) LEFT (L)	1071 169 318	1071 169 318	1650 1650 3000	0.6491 0.1024 0.1060	0.1060		
WB	RIGHT (R) LEFT (L)	455 70	306 * 70	3000 3000	0.1020 0.0233	0.1020		
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.77 INTERSECTION LEVEL OF SERVICE: 0.77							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Santa	a Rita Rd	SPL	IT PHASE?	N			
	6 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	451 1221	413 * 1221	3000 3300	0.1377 0.3700				
SB	RIGHT (R) THRU (T) LEFT (L)	133 1894 158	133 1894 158	1650 3300 1650	0.0806 0.5739 0.0958	0.5739			
EB	RIGHT (R) THRU (T) LEFT (L)	1048 171 301	1048 171 301	1650 1650 3000	0.6352 0.1036 0.1003	0.1036			
WB	RIGHT (R) LEFT (L)	<b>454</b> 70	296 * 70	3000 3000	0.0987 0.0233	0.0987			
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.78 INTERSECTION LEVEL OF SERVICE: C								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME: CONDITION : PM	M Buildout Ne	o Project	PLAN II	OUR:	FILE 29133-10			
	RIGHT THRU 611 1347				^			
^		-	^		NORTH			
LEFT 639 -1 2.0	1.9 2.0	1.0 2.0	254	RIGHT	STREET NAME:			
THRU 396> 1.0	(NO. OF L	ANES) 0.0	< 0	THRU	I-580 EB Off			
RIGHT 1080 1.9	0 2380	925	82 V	LEFT	SPLIT PHASE?			
	LEFT THRU	RIGHT						
STREET NAME:	Santa Rita	Rd	SPLIT PH	ASE? N				
	6 PHA	SE SIGNAL						
	GINAL ADJU				CRITICAL V/C			
ND DICHT (D)	0.25	00 + 30	00 0 2	022				

	O FRASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	925 2380	880 * 2380	3000 3300	0.2933 0.7212	0.7212					
SB	RIGHT (R) THRU (T) LEFT (L)	611 1347 330	611 1347 330	1650 3300 1650	0.3703 0.4082 0.2000	0.2000					
EB	RIGHT (R) THRU (T) LEFT (L)	1080 396 639	1080 396 639	1650 1650 3000	0.6545 0.2400 0.2130	0.2400					
WB	RIGHT (R) LEFT (L)	254 82	0 * 82	3000 3000	0.0000	0.0273					
TOTAL VOLUME-TO-CAPACITY RATIO: 1.19 INTERSECTION LEVEL OF SERVICE: F											

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

	LEFT THRO RIGHT								
	STREET NA	ME: Santa	Rita Rd	SPL	IT PHASE?	N			
			6 PHASE SIG	GNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	925 2407	880 * 2407	3000 3300	0.2933 0.7294	0.7294			
SB	RIGHT (R) THRU (T) LEFT (L)	633 1380 327	633 1380 327	1650 3300 1650	0.3836 0.4182 0.1982	0.1982			
ЕВ	RIGHT (R) THRU (T) LEFT (L)	1058 370 625	1058 370 625	1650 1650 3000	0.6412 0.2242 0.2083	0.2242			
WB	RIGHT (R) LEFT (L)	257 82	0 * 82	3000 3000	0.0000 0.0273	0.0273			
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.18 INTERSECTION LEVEL OF SERVICE: F								

\* ADJUSTED FOR RIGHT TURN ON RED

	DATE/TIME:	Fallon Rd. Buildout No P	and Dublin Extn. DUB PEAK HOUR:	LIN FILE 29133-10
	^		LEFT 320	NORTH
LEFT	100 <del></del> 1.0 999 <del>&gt;</del> 3.0		1.0 1.1 - 50 RIG	STREET NAME:
RIGHT	604 — 1.0 V	<	V	T SPLIT PHASE?
S	TREET NAME:		NGHT SPLIT PHASE?	N

	STATET IN	A.T. COLL	OII Mare	SELII FRANC: N						
	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	461 768 603	0 * 768 603	1650 3300 1650	0.0000 0.2327 0.3655	0.3655				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	404 1319 320	404 1319 320 1723	1650 3300 1650 3300	0.2448 0.3997 0.1939 0.5221	0.5221				
EB	RIGHT (R) THRU (T) LEFT (L)	604 999 100	999 100	1650 4950 1650	0.0006 0.2018 0.0606	0.2018				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	50 1746 770	50 1746 770 1796	1650 4950 1650 4950	0.0303 0.3527 0.4667 0.3628	0.4667				

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERS				Fallo	n Rd.	and		Extn. PEAK	DUBLIN	
CONDIT				Builde	out Wi	th Pro		r LAIN	nook.	FILE 29133-10
		^		RIGHT 344	THRU 1233		^			, I NORTH
LEFT	100		1.0	<del></del>	2.1	1.0	1.1	66	RIGHT	STREET NAME:
THRU	1008	>	3.0	(NO.	OF LA	NES)	3.1<	1685	THRU	Dublin Extn.
RIGHT	631		1.0	584	2,0                   	1.0 >   	1.0	712	LEFT	SPLIT PHASE?

SPLIT PHASE? N

	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	462 786 584	0 * 786 584	1650 3300 1650	0.0000 0.2382 0.3539	0.3539				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	344 1233 361	344 1233 361 1577	1650 3300 1650 3300	0.2085 0.3736 0.2188 0.4779	0.4779				
EB	RIGHT (R) THRU (T) LEFT (L)	631 1008 100	47 * 1008 100	1650 4950 1650	0.0285 0.2036 0.0606	0.2036				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	66 1685 712	66 1685 712 1751	1650 4950 1650 4950	0.0400 0.3404 0.4315 0.3537	0.4315				

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Fallon Rd.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2383 F COUNT DATE/TIME: CONDITION : PM B	Fallon Rd. Buildout No		Extn. DUBLIN PEAK HOUR:	FILE 29133-10
R	RIGHT THRU 100 502	LEFT 155 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 - 1.0 1.1 1.1 - 1.0 1.1 1.1 - 1.0 1.1 1.1 - 1.0 1.1 1.1 - 1.0 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1	716 THRU	NORTH  STREET NAME: Dublin Extn.  SPLIT PHASE? N

	STREET N	ME: Fallo	on Rd.	SPLIT PHASE? N					
			8 PHASE SIG	SNAL					
di-da-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	821 1347 555	425 * 1347 555	1650 3300 1650	0.2576 0.4082 0.3364	0.3364			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	100 502 155	100 502 155 602	1650 3300 1650 3300	0.0606 0.1521 0.0939 0.1824	0.1824			
EB	RIGHT (R) THRU (T) LEFT (L)	709 2131 245	154 * 2131 245	1650 4950 1650	0.0933 0.4305 0.1485	0.4305			
WB	RIGHT (R) THRU (T) LEFT (L) T + R	268 716 396	268 716 396 984	1650 4950 1650 4950	0.1624 0.1446 0.2400 0.1988	0.2400			
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.19 INTERSECTION LEVEL OF SERVICE: F								

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2383	1	
	Buildout With Project PEAK HOUR:	FILE 29133-10
	RIGHT THRU LEFT 100 531 165	^
^		NORTH
LEFT 232 1.0	1.1 2.1 1.0 1.1 288 RIGHT	STREET NAME:
THRU 2099> 3.0	(NO. OF LANES) 3.1< 702 THRU	Dublin Extn.
RIGHT 726 1.0	1.0 2.0 1.0 424 LEFT	SPLIT PHASE?
v	v	
	563 1276 833 LEFT THRU RIGHT	
COORDO NILLO	n-11 nd corre nuscos N	

	STREET NA	on Ka.	SPLIT PRASE? N							
7-0-4	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	833 1276 563	409 * 1276 563	1650 3300 1650	0.2479 0.3867 0.3412	0.3412				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	100 531 165	100 531 165 631	1650 3300 1650 3300	0.0606 0.1609 0.1000 0.1912	0.1912				
EB	RIGHT (R) THRU (T) LEFT (L)	726 2099 232	163 * 2099 232	1650 4950 1650	0.0988 0.4240 0.1406	0.4240				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	288 702 424	288 702 424 990	1650 4950 1650 4950	0.1745 0.1418 0.2570 0.2000	0.2570				
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.21 INTERSECTION LEVEL OF SERVICE: F									

\* ADJUSTED FOR RIGHT TURN ON RED

10/29/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: AM Buildout No Project FILE 29133-10 RIGHT THRU LEFT 737 1985 222 NORTH 1.0 4.0 2.0 1.0 - 31 RIGHT 2.0 LEFT 366 -THRU 1158 ---> 3.0 (NO. OF LANES) 3.0<--- 1805 THRU 2.0 -- 1.0 - 823 LEFT SPLIT PHASE? 448 886 949 LEFT THRU RIGHT STREET NAME: Tassadara Rd. SPLIT PHASE? N

8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	949 886 448	496 * 886 448	1650 4950 3000	0.3006 0.1790 0.1493	0.1493			
SB	RIGHT (R) THRU (T) LEFT (L)	737 1985 222	536 * 1985 222	1650 6600 3000	0.3248 0.3008 0.0740	0.3248			
EB	RIGHT (R) THRU (T) LEFT (L)	168 1158 366	0 * 1158 366	1650 4950 3000	0.0000 0.2339 0.1220	0.2339			
WB	RIGHT (R) THRU (T) LEFT (L)	31 1805 823	0 * 1805 823	1650 4950 3000	0.0000 0.3646 0.2743	0.2743			
TOTAL VOLUME-TO-CAPACITY RATIO: 0.98 INTERSECTION LEVEL OF SERVICE: E									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 722 1940 325 NORTH 1.0 4.0 2.0 42 RIGHT THRU 1128 ---> 3.0 (NO. OF LANES) 3.0<--- 1708 THRU 2.0 3.0 187 -- 1.0 841 LEFT SPLIT PHASE? 422 966 909 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Tassa	ajara Rd.	SPL:	IT PHASE?	N				
	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	909 966 422	446 * 966 422	1650 4950 3000	0.2703 0.1952 0.1407	0.1407				
SB	RIGHT (R) THRU (T)	722 1940	502 * 1940	1650 6600	0.3042	0.3042				

LEFT (L) 325 325 3000 0.1083 RIGHT (R) THRU (T) LEFT (L) 0.2279 RIGHT (R) THRU (T) LEFT (L) 0.2803

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2394 Taggaiars Dd and Dublin Form DIRLIN

COUNT				lassa	jara Ru	u. and	Dubitu	PEAK H			
CONDI		/ I LIME		Builde	out No	Projec		PEAR II	OUR:	FILE 3	29133-10
				< 1.0	625             	128	1.0				TH T NAME: in Extn.
RIGHT	703	·	1.0	617		1.0 > 1 920 RIGHT	2.0	- 1092	LEFT	SPLIT	PHASE? N
				_			-				

	STREET NA	ME: Tass	ajara Kd.	SPEIT PHASE? N					
			8 PHASE SIG	NAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	920 1305 617	319 * 1305 617	1650 4950 3000	0.1933 0.2636 0.2057	0.2636			
SB	RIGHT (R) THRU (T) LEFT (L)	602 625 128	33 * 625 128	1650 6600 3000	0.0200 0.0947 0.0427	0.0427			
EB	RIGHT (R) THRU (T) LEFT (L)	703 2011 1035	364 * 2011 1035	1650 4950 3000	0.2206 0.4063 0.3450	0.4063			
WB	RIGHT (R) THRU (T) LEFT (L)	100 1142 1092	30 * 1142 1092	1650 4950 3000	0.0182 0.2307 0.3640	0.3640			
	TOTAL VOLUME-TO-CAPACITY RATIO: 1.08 INTERSECTION LEVEL OF SERVICE: F								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10 THRU LEFT NORTH 1.0 4.0 2.0 1.0 --- 125 RIGHT STREET NAME: Duplin Extn. (NO. OF LANES) 3.0<--- 1129 THRU THRU 2001 ---> 3.0 RIGHT 678 --- 1.0 2.0 -2.0 3.0 1.0 - 1087 LEFT SPLIT PHASE? 606 1362 914

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	LEFT THRU RIGHT										
	STREET NAME: Tassajara Rd. SPLIT PHASE? N										
	8 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	914 1362 606	316 * 1362 606	1650 4950 3000	0.1915 0.2752 0.2020	0.2752					
SB	RIGHT (R) THRU (T) LEFT (L)	651 759 199	120 * 759 199	1650 6600 3000	0.0727 0.1150 0.0663	0.0663					
EB	RIGHT (R) THRU (T) LEFT (L)	678 2001 966	345 * 2001 966	1650 4950 3000	0.2091 0.4042 0.3220	0.4042					
EW	RIGHT (R) THRU (T) LEFT (L)	125 1129 1087	16 * 1129 1087	1650 4950 3000	0.0097 0.2281 0.3623	0.3623					
	momar rec										

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION LEVEL OF SERVICE:

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Buildout No Project FILE 29133-10 NORTH 2.0 1.0 2.0 1.0 1.0 -- 116 RIGHT STREET NAME: Dublin Extn. THRU 1202 ---> 3.0 (NO. OF LANES) 3.0<--- 1868 THRU RIGHT 439 -1.0 2.0 2.0 1.0 2.0 — 841 LEFT SPLIT PHASE?

10/29/92

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	STREET NA	ME: Haci	enda Dr.	SPL	IT PHASE?	N				
	8 PHASE SIGNAL									
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	RIGHT (R) THRU (T) LEFT (L)	1271 125 1232	808 * 125 1232	1650 3300 3000	0.4897 0.0379 0.4107	0.4897				
SB	RIGHT (R) THRU (T) LEFT (L)	163 247 184	122 * 247 184	1650 3300 1650	0.0739 0.0748 0.1115	0.1115				
EB	RIGHT (R) THRU (T) LEFT (L)	439 1202 75	0 * 1202 75	1650 4950 3000	0.0000 0.2428 0.0250	0.2428				
WB	RIGHT (R) THRU (T) LEFT (L)	116 1868 8 <b>4</b> 1	0 * 1868 841	1650 4950 3000	0.0000 0.3774 0.2803	0.2803				
-		LUME-TO-CAP.	ACITY RATIO: OF SERVICE:			1.12 F				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBI COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 168 250 185 NORTH - 2.0 1.0 2.0 1.0 1.0 - 121 RIGHT LEFT STREET NAME: Dublin Extn. THRU 1239 ---> 3.0 (NO. OF LANES) 3.0<--- 1769 THRU 2.0 2.0 1.0 2.0 - 830 LEFT 1133 137 1309 LEFT THRU RIGHT

	JIIILLI IV	a.m. Hacz	CHOM DE.	9£ 2.	LI LIDWE.	.,
			8 PHASE SI	CNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	1309 137 1133	853 * 137 1133	1650 3300 3000	0.5170 0.0415 0.3777	0.5170
SB	RIGHT (R) THRU (T) LEFT (L)	168 250 185	122 * 250 185	1650 3300 1650	0.0739 0.0758 0.1121	0.1121
EB	RIGHT (R) THRU (T) LEFT (L)	450 1239 84	1239 84	1650 4950 3000	0.0000 0.2503 0.0280	0.2503
WB	RIGHT (R) THRU (T) LEFT (L)	121 1769 830	0 * 1769 830	1650 4950 3000	0.0000 0.3574 0.2767	0.2767
		UME-TO-CAP	ACITY RATIO	•		1.16

SPLIT PHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout No Project FILE 29133-10 RIGHT THRU LEFT NORTH 1.0 2.0 1.0 1.0 - 234 RIGHT STREET NAME: Dublin Extn. THRU 1813 ---> 3.0 (NO. OF LANES) 3.0<--- 1536 THRU SPLIT PHASE? RIGHT 1229 --- 1.0 2.0 2.0 1.0 2.0 -- 1245 LEFT

	STREET NA	WE: Haci	enda Dr.	SPL	IT PHASE?	N
			8 PHASE SIG	INAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	1744 182 841	1059 * 182 841	1650 3300 3000	0.6418 0.0552 0.2803	0.6418
SB	RIGHT (R) THRU (T) LEFT (L)	119 170 141	17 * 170 141	1650 3300 1650	0.0103 0.0515 0.0855	0.0855
EB	RIGHT (R) THRU (T) LEFT (L)	1229 1813 186	766 * 1813 186	1650 4950 3000	0.4642 0.3663 0.0620	0.4642
WB	RIGHT (R) THRU (T) LEFT (L)	234 1536 1245	93 * 1536 1245	1650 4950 3000	0.0564 0.3103 0.4150	0.4150
			ACITY RATIO: OF SERVICE:			1.61 F

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUB:
COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: E/TIME:
PM Buildout With Project FILE 29133-10 RIGHT THRU LEFT 121 177 143 NORTH LEFT 184 — 2.0 1.0 2.0 1.0 1.0 — 240 RIGHT STREET NAME: Dublin Extn. THRU 1755 ---> 3.0 (NO. OF LANES) 3.0<--- 1589 THRU

SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

RIGHT 1127 -- 1.0 2.0 2.0 1.0 2.0 -- 1325 LEFT 839 181 1756 LEFT THRU RIGHT

-												
	8 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L)	1756 181 839	1027 * 181 839	1650 3300 3000	0.6224 0.0548 0.2797	0.6224						
SB	RIGHT (R) THRU (T) LEFT (L)	121 177 143	20 * 177 143	1650 3300 1650	0.0121 0.0536 0.0867	0.0867						
EB	RIGHT (R) THRU (T) LEFT (L)	1127 1755 184	666 * 1755 184	1650 4950 3000	0.4036 0.3545 0.0613	0.4036						
WB	RIGHT (R) THRU (T) LEFT (L)	240 1589 1325	97 * 1589 1325	1650 4950 3000	0.0588 0.3210 0.4417	0.4417						
	TOTAL VOI INTERSECT		ACITY RATIO			1.55 F						

\* ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Hacienda Dr.

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

RIGHT THRU LEFT

0.0 <del>1.0 3.0 0.0 2.0 -</del>

1	< ^	>			
V	1 1	1	V		
		1			
	0 2005				
	LEFT THRU	RIGHT			
STREET NAME:	Hacienda D	r.	SPLIT	PHASE?	N

0 ---> 0.0 (NO. OF LANES) 0.0<---

	SIREEI NO	ME: Mact	suda Dr.	35.7	II PHADE:	14						
_	3 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T)	192 2005	0 *\$ 2005	1720 5160	0.0000 0.3886	0.3886						
SB	RIGHT (R) THRU (T)	378 1150	0 *\$ 1150	1720 5160	0.0000 0.2229							
WB	RIGHT (R) LEFT (L)	630 1499	535 <b>*\$</b> 1499	3127 3127	0.1711 0.4794	0.4794						

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

LEFT

THRU

RIGHT

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECT COUNT DAT	TE/TIME				. and			Off PEAK H		
CONDITION	N .	: AM	Builde	out Wi	th Pro	ject				FILE 29133-10
			RIGHT 371	THRU 1162	LEFT 0					î
	î		<	V	>		^			NORTH
LEFT	0 —	0.0	1.0			2.0		602	RIGHT	STREET NAME:
THRU	0>	0.0		OF LA		0.0<		0	THRU	I-580 WB Off
RIGHT	v	0.0		3,0     1984 THRU	1.0       184 RIGHT	2.0	v	1498	LEFT	SPLIT PHASE?

-	STREET NA	ME: Hacie	enda Dr.	. SPLIT PHASE? N						
	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	184 1984	0 *\$ 1984	1720 5160	0.0000 0.3845	0.3845				
SB	RIGHT (R) THRU (T)	371 1162	0 *\$ 1162	1720 5160	0.0000 0.2252					
WB	RIGHT (R) LEFT (L)	602 1498	486 *\$ 1498	3127 3127	0.1554	0.4791				
2.00	TOTAL VOLUME-TO-CAPACITY RATIO: 0.86 INTERSECTION LEVEL OF SERVICE: D									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: CONDITION : PM Buildout No Project FILE FILE 29133-10 RIGHT THRU LEFT 693 1953 0 NORTH (1.0 3.0 0.0 2.0 1 255 RIGHT 0.0 LEFT STREET NAME: I-580 WB Off THRU 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU 2.0 --- 790 LEFT SPLIT PHASE? 0.0 3.0 1.0 RIGHT 0 --- 0.0

	STREET NA	ME: Hacie	enda Dr.	SPL	IT PHASE?	N						
	3 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTE VOLUME		CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	474 2515	0 2515	*\$	1720 5160	0.0000 0.4874	0.4874					
SB	RIGHT (R) THRU (T)	693 1953	0 1953	*\$	1720 5160	0.0000 0.3785						
WB	RIGHT (R) LEFT (L)	255 790	255 790	\$	3127 3127	0.0815 0.2526	0.2526					
	TOTAL VOI		0.74 C									

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

	CTION 238		Hacier	nda Dr	and	I-580 W	B Off		NOTA	
CONDITIO	ON :	PM	Builde	out Wi	th Pro	ject			FILE 29133	-10
			RIGHT 715	THRU 1915	LEFT 0				^	
	^		- 1			^			NORTH	
LEFT	0	0.0	1.0	3.0	0.0	2.0	259	RIGHT	STREET NAM	e l
THRU	0>	0.0	(NO.	OF LA	NES)	0.0<	0	THRU		Öff
RIGHT	0	0.0	<0	3,0	1.0	2.0	823	LEFT	SPLIT PHAS	E?
	V					٧				
				2523 THRU	481 RIGHT					
ST	REET NAME	:	Hacie	nda Dr		SP	LIT PH	ASE? N		1

				_				
	STREET NA	ME: Hacie	enda Dr.	SPL	IT PHASE?	N		
			3 PHASE SIG	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	481 2523	0 *\$ 2523	1720 5160	0.0000 0.4890	0.4890	Culawa	
SB	RIGHT (R) THRU (T)	715 1915	15 *\$ 1915	1720 5160	0.0087 0.3711			
WB	RIGHT (R) LEFT (L)	259 823	259 <b>\$</b> 823	3127 3127	0.0828 0.2632	0.2632	Declarage	
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.75							

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2 COUNT DATE/TIME	E:	Dr. and I-5	BO EB Off PEAK HO		20122 10
CONDITION	: AM Buildout	No Project		FILE	29133-10
		THRU LEFT		^	
^			î	NOR	TH
LEFT 1068	2.0 1.0 3	3.0 0.0	0	RIGHT STREE	T NAME:
THRU 0	> 0.0 (NO. OF	F LANES) 0.0	< 0	THRU I-58	O EB Off
RIGHT 884	< <del></del>	3.0 1.0 0.0 	0	LEFT SPLIT	PHASE?

STREET NA	ME: Hacie	enda Dr.	SPL	IT PHASE?	N
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
RIGHT (R) THRU (T)	237 1189	0 *\$ 1189	1720 5160	0.0000 0.2304	
RIGHT (R) THRU (T)	221 2450	0 *\$ 2450	1720 5160	0.0000 0.4748	0.4748
RIGHT (R) LEFT (L)	884 1068	884 \$ 1068	3127 3127	0.2827 0.3415	0.3415
	MOVEMENT RIGHT (R) THRU (T) RIGHT (R) THRU (T) RIGHT (R)	MOVEMENT ORIGINAL VOLUME  RIGHT (R) 237 THRU (T) 1189  RIGHT (R) 221 THRU (T) 2450  RIGHT (R) 884	NOVEMENT   ORIGINAL   ADJUSTED   VOLUME *	3 PHASE SIGNAL	3 PHASE SIGNAL

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

COUNT DATE/TIME:	Hacienda Dr. and	PEAK HOUR:	NION			
	Buildout With Pro		FILE 29133-10			
	RIGHT THRU LEFT 236 2449 0		^			
^		^	NORTH			
LEFT 1058 2.0	1.0 3.0 0.0	0.0 - 0 RIGHT	ampana wasan			
THRU 0> 0.0	(NO. OF LANES)	0.0< 0 THRU	STREET NAME: I-580 EB Off			
RIGHT 954 2.0	0.0 3.0 1.0	0.0 - 0 LEFT	SPLIT PHASE?			
v		Ÿ				
	0 1161 240 LEFT THRU RIGHT					
STREET NAME: Hacienda Dr. SPLIT PHASE? N						

			3 PHASE S	SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME		CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	240 1161	1161	\$	1720 5160	0.0000	
SB	RIGHT (R) THRU (T)	236 2449	2449	\$	1720 5160	0.0000 0.4746	0.4746
EB	RIGHT (R) LEFT (L)	954 1058	954 1058	\$	3127 3127	0.3051 0.3383	0.3383

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2387	Hacienda Dr. and I-580 EB Off PLI	
COUNT DATE/TIME: CONDITION : PM	Buildout No Project PEAK HOUR:	FILE 29133-10
LEFT 1189 — 2.0	1	STREET NAME:
THRU 0> 0.0 RIGHT 529 2.0		
٧	0 1837 1597 LEFT THRU RIGHT	

	STREET NA	ME: Hacie	enda Dr.	SPL	IT PHASE?	N
			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	1597 1837	897 *\$ 1837	1720 5160	0.5215 0.3560	0.5215
SB	RIGHT (R) THRU (T)	848 1935	148 *\$ 1935	1720 5160	0.0860 0.3750	
EB	RIGHT (R) LEFT (L)	529 1189	364 *\$ 1189	3127 3127	0.1164 0.3802	0.3802
		1103	1109	J12 /	0,5002	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2387	Hacienda Dr. and	I-580 EB Off PLEASA	NTON
COUNT DATE/TIME: CONDITION : PM	Buildout With Pro	PEAK HOUR:	FILE 29133-10
	RIGHT THRU LEFT 831 1956 0		^
^	< v>	^	NORTH
LEFT 1135 2.0	1.0 3.0 0.0	0.0 - 0 RIGHT	STREET NAME:
THRU 0> 0.0	(NO. OF LANES)	0.0< 0 THRU	I-580 EB Off
RIGHT 503 2.0	0.0 3.0 1.0	0.0 0 LEFT	SPLIT PHASE?
v		Ÿ	••
	Ó 1889 1571 LEFT THRU RIGHT		
COULDED MANO	Handanda Da	CDITE DUNCES N	

-	SINCEI N	TE. nacle	eliua DI.	25.17	II PRASE:	24
			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	1571 1889	871 *\$ 1889	1720 5160	0.5064 0.3661	0.5064
SB	RIGHT (R) THRU (T)	831 1956	131 *\$ 1956	1720 5160	0.0762 0.3791	
EB	RIGHT (R) LEFT (L)	503 1135	359 *\$ 1135	3127 3127	0.1148 0.3630	0.3630
			ACITY RATIO			0.87 D

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY



	JIREEI IV	with. Doug!	nerch was	351.	II FILMSE:	14
_			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	0 520	0 520	3000 3300	0.0000 0.1576	er upple stille stille stille stepe soger dage stille stille stille stille store some soger soger s
SB	THRU (T) LEFT (L)	1140	1140	4950 1650	0.2303	0.2303
WB	RIGHT (R) LEFT (L)	0	0	1650 3000	0.0000	0.0000
		LUME-TO-CAP.	ACITY RATIO			0.23 A

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY COUNT DATE/TIME: AM Buildout With Project PEAK HOUR: FILE 29133-10

STREET NAME: Dougherty Rd. SPLIT PHASE? N

	8 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	384 530	530 *	3000 3300	0.0000 0.1606			
SB	THRU (T) LEFT (L)	2030 85	2030 85	4950 1650	0.4101 0.0515	0,4101		
WB	RIGHT (R) LEFT (L)	238 1026	153 * 1026	1650 3000	0.0927 0.3420	0.3420		
TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:						0.75 C	derintant.	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	TION 2507 ATE/TIME: ON : PM	Dougherty Rd. a Buildout No Pro	PEA	er CONTRA K HOUR:	COSTA COUNTY FILE 29133-10
		RIGHT THRU LE	FT		
	^	1 1 1	^		NORTH
LEFT	0 0.0	0.0 3.0 1.0		0 RIGHT	STREET NAME:
THRU	0.0	(NO. OF LANES)	0.0<	0 THRU	S. Bollinger
RIGHT	0.0	0.0 2.0 2.0 <	Ÿ	O LEFT	SPLIT PHASE? N
ST	REET NAME:	Dougherty Rd.	SPLIT	PHASE? N	

	DITUDE! IV		ierch ims	012	TT TIMED.	14	
-			8 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	0 1128	1128	3000 3300	0.0000 0.3418	0.3418	
SB	THRU (T) LEFT (L)	657 0	657 0	4950 1650	0.1327	0.0000	
WB	RIGHT (R) LEFT (L)	0	0	1650 3000	0.0000	0.0000	
	TOTAL VOL	UME-TO-CAPA	ACITY RATIO			0.34 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CON PEAK HOUR: CONTRA COSTA COUNTY PM Buildout With Project FILE 29133-10 THRU 705 RIGHT NORTH 0.0 3.0 1.0 1.0 LEFT 72 RIGHT STREET NAME: S. Bollinger 0 ---> 0.0 (NO. OF LANES) 0.0<---THRU 0 THRU 0.0 2.0 2.0 2.0 --- 555 LEFT 0 1717 1168

		201	TIMO REGI	1.4			
	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N	
			8 PHASE SIG	NAL,			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	1168 1717	863 * 1717	3000 3300	0.2877 0.5203	0.5203	
SB	THRU (T) LEFT (L)	705 261	705 261	4950 1650	0.1424 0.1582	0.1582	
WB	RIGHT (R) LEFT (L)	72 555	0 * 555	1650 3000	0.0000 0.1850	0.1850	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.86 D	ion page

\* ADJUSTED FOR RIGHT TURN ON RED

	DATE/TIME:	Tassajara Rd. and Fa Buildout No Project	allon Extn. PEAK H		FILE 29133-10
CONDIT	10N . A.1				1100 27155 10
		RIGHT THRU LEFT 35 1928 265			^
	^		^		NORTH
LEFT	13 - 1.0	1.1 2.1 1.0 1.	.0 - 32	RIGHT	ampoon used
THRU	381> 1.0	(NO. OF LANES) 1.	.0< 71	THRU	STREET NAME: Fallon Extn.
RIGHT	508 — 1.0 v	1.0 2.1 1.1 1. 	,0 — 739 V	LEFT	SPLIT PHASE?

	SIREEI NA	WE: Tass	ajara ko.	25F.	II PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	393 162 102	393 162 102 555	1650 3300 1650 3300	0.2382 0.0491 0.0618 0.1682	0.0618
SB	RIGHT (R) THRU (T) LEFT (L) T + R	35 1928 265	35 1928 265 1963	1650 3300 1650 3300	0.0212 0.5842 0.1606 0.5948	0.5948
ЕВ	RIGHT (R) THRU (T) LEFT (L)	508 381 13	406 * 381 13	1650 1650 1650	0.2461 0.2309 0.0079	0.2461
WB	RIGHT (R) THRU (T) LEFT (L)	32 71 739	0 * 71 739	1650 1650 1650	0.0000 0.0430 0.4479	0.4479
-	-					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCT	A INTERSECTION	ON LEVEL OF S	SERVICE AN	ALYSIS	10/29/92
INTERSECTION COUNT DATE/TI		jara Rd. and		tn. DUBLIN	
CONDITION		out With Pro			FILE 29133-10
	RIGHT 41	THRU LEFT 2154 357			^
	^		^		NORTH
LEFT 57	1.0 1.1	2.1 1.0	1.0	53 RIGHT	STREET NAME:
THRU 350	-> 1.0 (NO.	OF LANES)	1.0<	68 THRU	Fallon Extn.
RIGHT 493	- 1.0 <1.0 v	2,1 1.1	1.0 v	603 LEFT	SPLIT PHASE?
	102 LEFT	280 408 THRU RIGHT			

	STREET NA	ME: Tassa	ajara Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	408 280 102	408 280 102 688	1650 3300 1650 3300	0.2473 0.0848 0.0618 0.2085	0.0618
SB	RIGHT (R) THRU (T) LEFT (L) T + R	2154 357	41 2154 357 2195	1650 3300 1650 3300	0.0248 0.6527 0.2164 0.6652	0.6652
ЕВ	RIGHT (R) THRU (T) LEFT (L)	493 350 57	391 * 350 57	1650 1650 1650	0.2370 0.2121 0.0345	0.2370
WB	RIGHT (R) THRU (T) LEFT (L)	53 68 603	0 * 68 603	1650 1650 1650	0.0000 0.0412 0.3655	0.3655
	TOTAL VOI		ACITY RATIO			1.33 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

ra Rd. and Fallon Extn. DUBLIN PEAK HOUR:	ECTION 2514 Tassajara
	ION : PM Buildout
THRU LEFT 166 58 1	16 46
NORTH	^ < V
2.1 1.0 1.0 - 307 RIGHT STREET NAME:	29 — 1.0 1.1 2.
F LANES) 1.0< 373 THRU Fallon Extn.	138> 1.0 (NO. OF
	272 — 1.0 1.0 2. V 1 1 1 504 141 LEFT THE
F LANES) 1.0< 373 THRU FAILON EXTRECT NAME  2.1 1.1 1.0 532 LEFT SPLIT PHASE:	138> 1.0 (NO. OF 272 1.0 1.0 2. V

	STREET NA	AME: Tassa	ajara Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	743 1418 504	743 1418 504 2161	1650 3300 1650 3300	0.4503 0.4297 0.3055 0.6548	0.6548
SB	RIGHT (R) THRU (T) LEFT (L) T + R	16 466 58	16 466 58 482	1650 3300 1650 3300	0.0097 0.1412 0.0352 0.1461	0.0352
EB	RIGHT (R) THRU (T) LEFT (L)	272 138 29	0 * 138 29	1650 1650 1650	0.0000 0.0836 0.0176	0.0836
WB	RIGHT (R) THRU (T) LEFT (L)	307 373 532	249 * 373 532	1650 1650 1650	0.1509 0.2261 0.3224	0.3224
		LUME-TO-CAPA	ACITY RATIO: DF SERVICE:			1.10 F

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project RIGHT THRU LEFT 52 736 101 NORTH STREET NAME: Fallon Extn. 121 ---> 1.0 (NO. OF LANES) 1.0<--- 363 THRU 1.0 2.1 1.1 1.0 -- 519 LEFT 473 1618 602 LEFT THRU RIGHT

	STREET NA	ME: Tassa	ajara Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	CNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	602 1618 473	602 1618 473 2220	1650 3300 1650 3300	0.3648 0.4903 0.2867 0.6727	0.6727
SB	RIGHT (R) THRU (T) LEFT (L) T + R	52 736 101	52 736 101 788	1650 3300 1650 3300	0.0315 0.2230 0.0612 0.2388	0.0612
EB	RIGHT (R) THRU (T) LEFT (L)	271 121 37	0 * 121 37	1650 1650 1650	0.0000 0.0733 0.0224	0.0733
WB	RIGHT (R) THRU (T) LEFT (L)	416 363 519	315 * 363 519	1650 1650 1650	0.1909 0.2200 0.3145	0,3145
		LUME-TO-CAPA				1.12 F

\* ADJUSTED FOR RIGHT TURN ON RED

10/29/92

0.53

10/29/92

INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: AM Buildout No Project FILE 29133-10 FILE 29133-10 RIGHT THRU LEFT NORTH 0.0 1.0 2.0 0.0 0 RIGHT LEFT STREET NAME: Windemere Pky 0 THRU THRU -> 0.0 (NO. OF LANES) 0.0<-SPLIT PHASE? 0 LEFT RIGHT 2.0 2.0 0.0 0.0 -0 249 0 LEFT THRU RIGHT

	STREET NA	ME: Camir	no Tass.	2571	T PHASE?	IN	
-			4 PHASE SIG	INAL			
200000	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	249	249	3300 3000	0.0755 0.0000	0.0000	_
5B	RIGHT (R) THRU (T)	1748	1748	1650 3300	0.0000 0.5297	0.5297	_
EB	RIGHT (R) LEFT (L)	0	0	3000 1650	0.0000	0.0000	_

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME:
CONDITION: AM Buildout With Project FILE 29133-10 FILE 29133-10 RIGHT THRU 434 1361 NORTH 1.0 2.0 0.0 0.0 ---0 RIGHT 1.0 STREET NAME: 0 THRU 0.0 (NO. OF LANES) 0.0<---0.0 -LEFT SPLIT PHASE? 2.5 RIGHT 1196 -968 197 0 LEFT THRU RIGHT

			4 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	197 968	197 968	3300 3000	0.0597 0.3227	0.3227
SB	RIGHT (R) THRU (T)	434 1361	426 * 1361	1650 3300	0.2582 0.4124	0.4124
ЕВ	RIGHT (R) LEFT (L)	1196	228 *	3000 1650	0.0760	0.0760

SPLIT PHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

STREET NAME: Camino Tass.

\* ADJUSTED FOR RIGHT TURN ON RED

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Camino Tass. and Windemere Pky CONTRA COSTA COUNTY PEAK HOUR: FILE 29133-10 NORTH 1.0 2.0 0.0 0.0 -0 RIGHT LEFT 1.0 STREET NAME: Windemere Pky 0.0<---O THRU -> 0.0 (NO. OF LANES) SPLIT PHASE? O LEFT RIGHT 0 1686 0 LEFT THRU RIGHT SPLIT PHASE? N STREET NAME: Camino Tass.

			4 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	1686	1686	3300 3000	0.5109	0.5109
SB	RIGHT (R) THRU (T)	635	635	1650 3300	0.0000	
EB	RIGHT (R) LEFT (L)	0	0	3000 1650	0.0000	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Buildout With Project RIGHT 20 THRU 536 LEFT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

NORTH 0.0 1.0 2.0 0.0 0 RIGHT STREET NAME: Windemere Pk ---> 0.0 (NO. OF LANES) 0 LEFT SPLIT PHASE? 0\_0 RIGHT 1107 -- 2.5 2.0 2.0 0.0 RIGHT

	STREET NA	ME: Camir	no Tass.	SPLI	IT PHASE?	N					
	4 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	THRU (T) LEFT (L)	1365 1095	1365 1095	3300 3000	0.4136 0.3650	0.3650					
SB	RIGHT (R) THRU (T)	20 536	0 * 536	1650 3300	0.0000 0.1624	0.1624					
EB	RIGHT (R) LEFT (L)	1107 300	12 * 300	3000 1650	0.0040 0.1818	0.1818					

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

10/29/92

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA		inger Cyn	SPLI	T PHASE?	N					
	4 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) T + R	128 642	128 642 770	1650 3300 3300	0.0776 0.1945 0.2333	0.2333					
SB	THRU (T) LEFT (L)	461 203	461 203	3300 1650	0.1397 0.1230	0.1230					
WB	RIGHT (R) LEFT (L)	185 222	222	1650 1650	0.0000 0.1345	0.1345					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

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10/29/92

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Boll:	lnger Cyn	SPL	IT PHASE?	N				
	4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) T + R	212 792	212 792 1004	1650 3300 3300	0.1285 0.2400 0.3042	0.3042				
SB	THRU (T) LEFT (L)	726 176	726 176	3300 1650	0.2200	0.1067				
WB	RIGHT (R) LEFT (L)	168 143	0 * 143	1650 1650	0.0000	0.0867				
	TOTAL VOI	UME-TO-CAP	ACITY RATIO			0.50				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

	STREET NA	ME: Bolli	inger Cyn	SPL	IT PHASE?	N	
			4 PHASE SI	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	124 213	0 * 213	1650 3300	0.0000 0.0645		
SB	THRU (T) LEFT (L)	920 261	920 261	3300 1650	0.2788 0.1582	0.2788	
WB	RIGHT (R) LEFT (L)	326 824	65 * 824	1650 3000	0.0394	0.2747	
		UME-TO-CAPA		•		0.55 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

	SIREEI NA	ME: BOIL	.nger Cyn	257	II PHASE?	N			
	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	738 939	657 * 939	1650 3300	0.3982 0.2845	0.3982			
SB	THRU (T) LEFT (L)	382 294	382 294	3300 1650	0.1158 0.1782	0.1782			
WB	RIGHT (R) LEFT (L)	295 147	147 *	1650 3000	0.0006 0.0490	0.0490			
		UME-TO-CAPA ION LEVEL C	CITY RATIO: OF SERVICE:			0.63 B			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2604 E. Branch Rd. and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: FIRE 20122-10 COUNT DATE/TIME: CONDITION : AM Buildout With Project FILE 29133-10

			RIGHT 0	THRU 0	LEFT 670				^
	^					<u>^</u>			NORTH
LEFT	0	1.0	1.0	0.0	1.0	1.0	388	RIGHT	STREET NAME:
THRU	533>	2.0	(NO.	OF LA	NES)	2.0<	1013	THRU	Windemere Pky
RIGHT	0	0.0	<	0.0	0.0	0.0	0	LEFT	SPLIT PHASE?
	V					٧			
			LEFT	THRU	RIGHT				

STREET NAME: E. Branch Rd. SPLIT PHASE? N

	4 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
SB	RIGHT (R) LEFT (L)	670	670	1650 1650	0.0000 0.4061	0.4061		
EB	THRU (T) LEFT (L)	533 0	533 0	3300 1650	0.1615 0.0000	0.0000		
WB	RIGHT (R) THRU (T)	388 1013	1013	1650 3300	0.0000	0.3070		
	TOTAL VOI		0.71 C					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2604 E. Branch Rd. and Windemere Pky CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: COUNT DATE/TIME: CONDITION : PM Buildout With Project FILE 29133-10 RIGHT THRU LEFT NORTH 0 --- 1.0 1.0 0.0 1.0 1.0 --- 602 RIGHT STREET NAME: Windemere Pky THRU 980 ---> 2.0 (NO. OF LANES) 2.0<--- 513 THRU 0.0 0.0 0.0 0.0 V SPLIT PHASE? - 0.0 0 LEFT 0 0 0 LEFT THRU RIGHT STREET NAME: E. Branch Rd. SPLIT PHASE? N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

TEMET	4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	426	0 426	1650 1650	0.0000 0.2582	0.2582				
ЕВ	THRU (T) LEFT (L)	980 0	980 0	3300 1650	0.2970 0.0000	0.2970				
WB	RIGHT (R) THRU (T)	602 513	176 * 513	1650 3300	0.1067 0.1555					
	TOTAL VOI	0.56 A								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED



# Appendix D-9. Mitigated Level of Service Calculations





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~~~~	73 TTTTT 07 07 07 07 07 07 07 07 07 07 07 07 07				
CYTIA	TWIFESECUTON	THYPET.	OF	CERVICE	DIDATAMA

10/9/92

CONDITION :	Year 2000 No P	roject - Mitigated	AM	Ī	PM	
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS		LOS
505 521 1385 2307 2323 2384	Camino Tass. Camino Ramon Sunset Dr. Dougherty Rd. Santa Rita Rd Tassajara Rd.	Diablo Rd. Bollinger Cyn Bollinger Cyn Dublin Blvd. I-580 EB Off Dublin Extn.	0.74 0.74 0.82 0.64 0.54 0.88	C C D B A D	0.66 0.86 0.77 0.80 0.87 0.78	B D C C D C

## CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION :	Year 2000 With	Project - Mitig	gated AM		PM	1
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.73	С	0.66	В
506	Camino Tass.	Sycamore Vlly	0.81	D	0.72	Č
521	Camino Ramon	Bollinger Cyn	0.82	D	0.88	D
522	Alcosta Blvd.	Bollinger Cyn	0.80	С	0.86	D
564	Blackhawk Rd.	Camino Tass.	0.79	С	0.77	С
945	I-680 NB On	Sycamore Vlly	0.82	D	0.83	D
1385	Sunset Dr.	Bollinger Cyn	0.87	D	0.78	С
2307	Dougherty Rd.	Dublin Blvd.	0.75	С	0.88	D
2323	Santa Rita Rd	I-580 EB Off	0.54	A	0.86	D
2384	Tassajara Rd.	Dublin Extn.	0.81	D	0.80	C
2385	Hacienda Dr.	Dublin Extn.	0.86	D	0.87	D

CONDITION :	Year 2010 No P	roject - Mitigated	. AM	ſ	PM	
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS		LOS
505 506 521 522 564 1385 2201 2253 2291 2307 2323 2383 2384 2385 2514	Camino Tass. Camino Tass. Camino Ramon Alcosta Blvd. Blackhawk Rd. Sunset Dr. Airway Blvd. Village Pkwy. S.P. R.O.W. Dougherty Rd. Santa Rita Rd Fallon Rd. Tassajara Rd. Hacienda Dr. Tassajara Rd.	Diablo Rd. Sycamore Vlly Bollinger Cyn Bollinger Cyn Camino Tass. Bollinger Cyn Dublin Extn. I-680 NB Off Dublin Extn. Dublin Blvd. I-580 EB Off Dublin Extn. Dublin Extn. Dublin Extn. Dublin Extn. Dublin Extn. Fallon Extn.	0.88 0.80 0.84 0.82 0.86 0.82 0.85 0.61 0.89 0.81 0.70 0.89 0.88 0.86		0.67 0.88 0.98 0.80 0.87 0.87 0.88 0.72 0.58 0.82 0.87 0.75 0.80 0.78	BDECDDDCADDCCCA
	,					

# CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92 CONDITION: Year 2010 With Project - Mitigated AM INTERSECTION N-S STREET E-W STREET V/C LOS V/C LOS 505 Camino Tass. Diablo Rd. 0.74 C 0.63 B 506 Camino Tass. Sycamore Vlly 0.79 C 0.78 C 514 Alcosta Blvd. Crow Canyon 0.84 D 0.85 D 521 Camino Ramon Bollinger Cyn 0.90 D 0.99 E 522 Alcosta Blvd. Bollinger Cyn 0.85 D 0.85 D 564 Blackhawk Rd. Camino Tass. 0.84 D 0.81 D 1369 Dougherty Rd. Crow Canyon 0.71 C 0.75 C 1385 Sunset Dr. Bollinger Cyn 0.87 D 0.90 D 2201 Airway Blvd. Dublin Extn. 0.87 D 0.87 D 2253 Village Pkwy. 1-680 NB Off 0.61 B 0.88 D 2280 Dougherty Rd. Amador Valley 0.81 D 0.78 C 2290 Dougherty Rd. S.P. R.O.W. 0.45 A 0.69 B 2291 S.P. R.O.W. Dublin Extn. 0.75 C 0.56 A 2307 Dougherty Rd. Dublin Extn. 0.75 C 0.56 A 2307 Dougherty Rd. Dublin Blvd. 0.92 E 0.92 E 2322 Tassajara Rd. I-580 WB Off 0.54 A 0.67 B 2323 Santa Rita Rd I-580 EB Off 0.72 C 0.82 D 2383 Fallon Rd. Dublin Extn. 0.84 D 0.68 B 2384 Tassajara Rd. Dublin Extn. 0.86 D 0.76 C 2514 Tassajara Rd. Fallon Extn. 0.86 D 0.76 C 2514 Tassajara Rd. Fallon Extn. 0.86 D 0.76 C 2514 Tassajara Rd. Fallon Extn. 0.80 C 0.54 A

CONDITION :	Buildout With	Project - Mitiga	ted AM		PM	]
INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
505 506 514 515 521 522 564 945 953 1369 1385 2201 2253 2265 2280 2290 2291 2307 2309 2322 2323 2383 2384 2385 2514	Camino Tass. Camino Tass. Alcosta Blvd. Camino Ramon Camino Ramon Alcosta Blvd. Blackhawk Rd. I-680 NB On I-680 NB Off Dougherty Rd. Sunset Dr. Airway Blvd. Village Pkwy. Dougherty Rd. Dougherty Rd. Dougherty Rd. Dougherty Rd. Lougherty Rd. S.P. R.O.W. Dougherty Rd. Hopyard Rd. Tassajara Rd. Santa Rita Rd Fallon Rd. Tassajara Rd. Hacienda Dr. Tassajara Rd.	S.P. R.O.W. Dublin Extn. Dublin Blvd. I-580 EB Off I-580 WB Off I-580 EB Off Dublin Extn.	0.79 0.83 0.86 0.80 0.91 0.89 0.87 0.66 0.94 0.71 0.87 0.69 0.89 0.61 0.77 0.76 0.87 0.66 0.89		0.68 0.81 0.87 0.84 0.97 0.83 0.89 0.89 0.89 0.86 0.54 0.83 0.89 0.86 0.94 0.73 0.70 0.85 0.88 1.01 1.13	BOODEOOCOOOOAOODECBOOFFU

	ECTION DATE/TL		Camino	Tass.	and	Diablo R		DANVIL HOUR:	LE
CONDIT			Year 2	2000 No	Proj	ect - Mit			FILE 133-ON-M
			RIGHT	THRU	LEFT				^
		^				^			NORTH
LEFT	0	0.0	0.0	0.0	0.0	0.0	0	RIGHT	STREET NAME:
THRU	329	-> 1.0	(NO.	OF LAN	ES)	1.0<	768	THRU	Diablo Rd.
RIGHT	185	1.0	1.0		1.0	1.0	142	LEFT	SPLIT PHASE?

	STREET NA		no Tass.		IT PHASE?						
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	234 510	92 * 510	1720 1720	0.0535 0.2965	0.2965					
EB	RIGHT (R) THRU (T)	185 329	0 * 329	1720 1720	0.0000 0.1913						
WB	THRU (T)	768	768	1720	0.4465	0.4465					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

### CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERS				Camino	Tass	. and	Diablo F	Rd. PEAK H		LE
CONDIT				Year 2	2000 W	ith Pro				FILE 133-00-M
				RIGHT	THRU	LEFT				^
		^		Ĭ	1		^			NORTH
LEFT	0		0.0	0.0	0.0	0.0	0.0	0	RIGHT	STREET NAME:
THRU	340	>	1.0	(NO.	OF LA	NES)	1.0<	750	THRU	Diablo Rd.
RIGHT	185	     	1.0	510	O.O THRU	1.0 >       226   RIGHT	1.0 v	131	LEFT	SPLIT PHASE?

		DDI .	i iiiko tajoi	1.4							
	STREET NAME: Camino Tass. SPLIT PHASE? N										
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	226 510	95 * 510	1720 1720	0.0552 0.2965	0.2965					
EB	RIGHT (R) THRU (T)	185 340	340	1720 1720	0.0000						
WB	THRU (T) LEFT (L)	750 131	750 131	1720 1720	0.4360 0.0762	0.4360					
	TOTAL VOI	UME-TO-CAPA	ACITY RATIO			0.73					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

### CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	ECTION 505	Camino	Tass. and		. DANVII AK HOUR:	LLE
CONDIT		M Year 20	00 No Proje			FILE 133-0N-M
		RIGHT '	THRU LEFT			^
	^		1 1	^		NORTH
LEFT	0 0	.0 0.0	0.0 0.0	0.0	0 RIGHT	STREET NAME:
THRU	688> 1	.0 (NO. 0	F LANES)	1.0<	506 THRU	Diablo Rd.
RIGHT	463 1 V	302 LEFT T	0.0 1.0   	1.0	141 LEFT	SPLIT PHASE?

	STREET NA	ME: Camir	o Tass.	SPL	IT PHASE?	N	
			3 PHASE SIC	NAL			no net
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	85 302	0 * 302	1720 1720	0.0000 0.1756	0.1756	
EB	RIGHT (R) THRU (T)	463 688	161 * 688	1720 1720	0.0936 0.4000	0.4000	
WB	THRU (T) LEFT (L)	50 <b>6</b> 141	506 141	1720 1720	0.2942 0.0820	0.0820	
		LUME-TO-CAPA				0.66 B	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

### CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSI			05	Camino	Tass	. and	Diablo	Rd. PEAK H	DANVIL	LE
CONDIT	ION		PM	Year 2	2000 W	ith Pro	oject -			FILE 133-00-M
				RIGHT	THRU 0	LEFT				^
		^		. 1	1	i .	^			NORTH
LEFT	0		0.0	0.0	0.0	0.0	0.0	0	RIGHT	STREET NAME:
THRU	690	>	1.0	(NO.	OF LA	NES)	1.0<	519	THRU	Diablo Rd.
RIGHT	463	v	1.0	< <del>1.0</del>	0.0	>	1.0	136	LEFT	SPLIT PHASE?
				302 LEFT	THRU	85 RIGHT				

	STREET NAME: Camino Tass. SPLIT PHASE? N										
	3 PHASE SIGNAL										
			3 PHASE SIC	NAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	85 302	0 * 302	1720 1720	0.0000 0.1756	0.1756					
EB	RIGHT (R) THRU (T)	463 690	161 * 690	1720 1720	0.0936 0.4012	0.4012					
WB	THRU (T) LEFT (L)	519 136	519 136	1720 1720	0.3017 0.0791	0.0791					
	TOTAL VOL INTERSECT		0.66 B								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/7/92

INTERSECTION 506 Camino Tass. and Sycamore V11y DANVILLE PEAK HOUR:
CONDITION: AM Year 2000 With Project - Mitigated: FILE 133-00-M

RIGHT THRU LEFT 71 0 193 NORTH

LEFT 22 --- 1.0 1.0 0.0 1.0 1.0 --- 294 RIGHT

THRU 461 ---> 2.0 (NO. OF LANES) 2.0<--- 2251 THRU Sycamore V11y PANVILLE

STREET NAME:
Sycamore V11y DANVILLE
PEAK HOUR:
NORTH

STREET NAME:
Sycamore V11y DANVILLE
PEAK HOUR:
NORTH

STREET NAME:
NORTH

	STREET NA	ME: Camir	o lass.	25F	IT PHASE?	N			
NE-SE-SE	5 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	71 193	49 * 193	1650 1650	0.0297 0.1170	0.1170			
EB	THRU (T) LEFT (L)	461 22	461 22	3300 1650	0.1397 0.0133	0.0133			
WB	RIGHT (R) THRU (T) LEFT (L)	294 2251 0	101 * 2251 0	1650 3300 1650	0.0612 0.6821 0.0000	0.6821			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

COUNT DATE/TIME:		Sycamore Vlly DANVI PEAK HOUR: oject - Mitigated	
	RIGHT THRU LEFT 50 0 286		^
^		^	NORTH
LEFT 64 1.0	1.0 0.0 1.0	1.0 157 RIGHT	STREET NAME:
THRU 1804> 2.0	(NO. OF LANES)	2.0< 932 THRU	Sycamore Vlly
RIGHT 0 0.0	<	1.0 — 0 LEFT	SPLIT PHASE?
CTDEET NAME .	Camino Taes	SDITT DHASE? N	

	STREET NA	ME: Camir	no Tass.	SPL	T PHASE?	N			
	5 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
SB	RIGHT (R) LEFT (L)	50 286	0 * 286	1650 1650	0.0000 0.1733	0.1733			
EB	THRU (T) LEFT (L)	1804 64	1804 64	3300 1650	0.5467 0.0388	0.5467			
WB	RIGHT (R) THRU (T) LEFT (L)	157 932 0	932 0	1650 3300 1650	0.0000 0.2824 0.0000	0.0000			
	TOTAL VOI INTERSECT	0.72 C							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

-	SIREEI NA	wit: canu	no Ramon	SPLIT PHASE? Y						
	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	57 56 114	0 * 56 114	1650 1650 3000	0.0000 0.0339 0.0380	0.0380				
SB	RIGHT (R) THRU (T) LEFT (L) T + L	109 117 67	0 * 117 67 184	3000 1650 3000 3000	0.0000 0.0709 0.0223 0.0613	0.0709				
EB	RIGHT (R) THRU (T) LEFT (L)	571 632 988	508 * 632 988	1650 4950 3000	0.3079 0.1277 0.3293	0.3293				
WB	RIGHT (R) THRU (T) LEFT (L)	376 1491 360	339 * 1491 360	1650 4950 3000	0.2055 0.3012 0.1200	0.3012				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.74 INTERSECTION LEVEL OF SERVICE: C									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STORET NAME: Camino Damon

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

-	STREET NA	ME: Cami	no Ramon	SPLIT PHASE? Y						
			6 PHASE SIG	INAL			=			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	=			
NB	RIGHT (R) THRU (T) LEFT (L)	62 56 111	0 * 56 111	1650 1650 3000	0.0000 0.0339 0.0370	0.0370	_			
SB	RIGHT (R) THRU (T) LEFT (L) T + L	109 115 67	0 * 115 67 182	3000 1650 3000 3000	0.0000 0.0697 0.0223 0.0607	0.0697	-			
EB	RIGHT (R) THRU (T) LEFT (L)	552 665 982	491 * 665 982	1650 4950 3000	0.2976 0.1343 0.3273	0.3273	-			
WB	RIGHT (R) THRU (T) LEFT (L)	376 1931 380	339 * 1931 380	1650 4950 3000	0.2055 0.3901 0.1267	0.3901	~			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.82 INTERSECTION LEVEL OF SERVICE: D									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:	Camino Ramon and	PEAK HOUR:	MON
	Year 2000 No Proje		FILE 133-ON-
	RIGHT THRU LEFT 908 123 578		•
^		^	NORTH
LEFT 115 2.0	2.5 1.1 2.1	1.0 118 RIGHT	STREET NAME:
THRU 1656> 3.0	(NO. OF LANES)	3.0< 1131 THRU	Bollinger Cy
RIGHT 183 1.0	<	2.0 198 LEFT	SPLIT PHASE?
	592 227 312 LEFT THRU RIGHT		
STREET NAME:	Camino Ramon	SPLIT PHASE? Y	

	STREET N	IAME: Camir	10 Ramon	SPL	IT PHASE? Y		
			6 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	312 227 592	203 * 227 592	1650 1650 3000	0.1230 0.1376 0.1973	0.1973	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	908 123 578	793 * 123 578 701	3000 1650 3000 3000	0.2643 0.0745 0.1927 0.2337	0.2643	
ЕВ	RIGHT (R) THRU (T) LEFT (L)	183 1656 115	0 * 1656 115	1650 4950 3000	0.0000 0.3345 0.0383	0.3345	
WB	RIGHT (R) THRU (T) LEFT (L)	118 1131 198	0 * 1131 198	1650 4950 3000	0.0000 0.2285 0.0660	0.0660	
		LUME-TO-CAPA				0.86 D	

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

	STREET NA	ME: Camir	no Ramon	SPL	IT PHASE?	Y			
***	6 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	381 231 551	287 * 231 551	1650 1650 3000	0.1739 0.1400 0.1837	0.1837			
SB	RIGHT (R) THRU (T) LEFT (L) T + L	847 97 578	732 * 97 578 675	3000 1650 3000 3000	0.2440 0.0588 0.1927 0.2250	0.2440			
EB	RIGHT (R) THRU (T) LEFT (L)	235 1941 115	0 * 1941 115	1650 4950 3000	0.0000 0.3921 0.0383	0.3921			
WB	RIGHT (R) THRU (T) LEFT (L)	118 1276 171	0 * 1276 171	1650 4950 3000	0.0000 0.2578 0.0570	0.0570			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.88 INTERSECTION LEVEL OF SERVICE:								

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
COUNT DATE/TIME: PEAK HOUR:
CONDITION: AM Year 2000 With Project - Mitigated FILE 133-00-M
RIGHT THRU LEFT
278 225 111

STREET	NAME:	Alcosta	Blvd.	SPL	IT PHA	ASE? N

	8 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	80 557 690	0 * 557 690	1650 3300 3000	0.0000 0.1688 0.2300	0.2300					
SB	RIGHT (R) THRU (T) LEFT (L)	278 225 111	102 * 225 111	1650 3300 1650	0.0618 0.0682 0.0673	0.0682					
EB	RIGHT (R) THRU (T) LEFT (L)	75 206 176	0 * 206 176	1650 3300 1650	0.0000 0.0624 0.1067	0.1067					
WB	RIGHT (R) THRU (T) LEFT (L)	424 1313 168	313 * 1313 168	1650 3300 1650	0.1897 0.3979 0.1018	0.3979					
	0.80 C										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/9

LEFT THRU RIGHT											
	STREET NA	ME: Alcos	ta Blvd.	SPL	IT PHASE?	N					
8 PHASE SIGNAL											
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
NB	RIGHT (R) THRU (T) LEFT (L)	172 414 196	32 * 414 196	1650 3300 3000	0.0194 0.1255 0.0653	0.1255					
SB	RIGHT (R) THRU (T) LEFT (L)	400 725 458	0 * 725 458	1650 3300 1650	0.0000 0.2197 0.2776	0.2776					
EB	RIGHT (R) THRU (T) LEFT (L)	536 1166 482	428 * 1166 482	1650 3300 1650	0.2594 0.3533 0.2921	0.2921					
WB	RIGHT (R) THRU (T) LEFT (L)	198 545 140	0 * 545 140	1650 3300 1650	0.0000 0.1652 0.0848	0.1652					
	TOTAL VOI	UME-TO-CAPA	ACITY RATIO	•		0.86 D					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/7/92

	STREET NA	ME: Blac)	chawk Rd.	SPL	T PHASE?	N						
	8 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L) T + R	314 291 568	0 * 291 568 291	3000 3300 3000 4650	0.0000 0.0882 0.1893 0.0626	0.1893						
SB	RIGHT (R) THRU (T) LEFT (L)	406 679 71	256 * 679 71	1650 3300 1650	0.1552 0.2058 0.0430	0.2058						
EB	RIGHT (R) THRU (T) LEFT (L)	513 315 150	201 * 315 150	1650 3300 1650	0.1218 0.0955 0.0909	0.1218	_					
WB	RIGHT (R) THRU (T) LEFT (L)	135 888 816	64 * 888 816	1650 3300 3000	0.0388 0.2691 0.2720	0.2720						
			ACITY RATIO: OF SERVICE:			0.79 C						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE PEAK HOUR:
COUNT DATE/TIME: PM Year 2000 With Project - Mitigated FILE 133-00-1

RIGHT THRU LEFT
192 453 128

608 644 666 LEFT THRU RIGHT STREET NAME: Blackhawk Rd. SPLIT PHASE? N

			8 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	666 644 608	408 * 644 608 1052	3000 3300 3000 4650	0.1360 0.1952 0.2027 0.2262	0.2027	
SB	RIGHT (R) THRU (T) LEFT (L)	192 453 128	0 * 453 128	1650 3300 1650	0.0000 0.1373 0.0776	0.1373	
EB	RIGHT (R) THRU (T) LEFT (L)	516 910 340	182 * 910 340	1650 3300 1650	0.1103 0.2758 0.2061	0.2758	
WB	RIGHT (R) THRU (T) LEFT (L)	133 366 469	5 * 366 469	1650 3300 3000	0.0030 0.1109 0.1563	0.1563	
		UME-TO-CAPA	ACITY RATIO	:		0.77	M.M. de

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

186 -- 2.0 0.0 0.0 0.0 1.0 -- 1648 RIGHT STREET NAME: Sycamore Vlly 701 ---> 2.0 (NO. OF LANES) 2.0<--- 1064 THRU RIGHT 217 -- 1.0 (1.0 2.0 1.0 1.0 -- 107 LEFT SPLIT PHASE? 257 607 55 LEFT THRU RIGHT

	STREET NA	ME: I-680	NB On	SPLIT PHASE? N						
	5 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	55 607 257	0 * 607 257	1650 3300 1650	0.0000 0.1839 0.1558	0.1839				
EB	RIGHT (R) THRU (T) LEFT (L)	217 701 186	0 * 701 186	1650 3300 3000	0.0000 0.2124 0.0620	0.0620				
ΝB	RIGHT (R) THRU (T) LEFT (L)	1648 1064 107	948 *\$ 1064 107	1650 3300 1650	0.5745 0.3224 0.0648	0.5745				
		UME-TO-CAPA	CITY RATIO: OF SERVICE:			0.82 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSI				I-680	NB On	and	Syca		e Vlly PEAK H	DANVIL	LE
CONDIT				Year 2	2000 W	ith Pro	oject				FILE 133-00-M
				RIGHT	THRU	LEFT					^
		^			ļ			^			NORTH
LEFT	395		2.0	0.0	0.0	0.0	1.0		608	RIGHT	STREET NAME:
THRU :	2207	>	2.0	(NO.	OF LA	NES)	2.0<		670	THRU	Sycamore Vlly
RIGHT	634		1.0	171	į		1.0	   	97	LEFT	SPLIT PHASE?
S	TREET	r NAMI	2.0	T-680	NB On			SP	LIT PH	ASE2 N	

	STREET N	AME: I-68	NB On	SPL	IT PHASE?	N	
			5 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	187 306 171	90 * 306 171	1650 3300 1650	0.0545 0.0927 0.1036	0.1036	
EB	RIGHT (R) THRU (T) LEFT (L)	634 2207 395	463 * 2207 395	1650 3300 3000	0.2806 0.6688 0.1317	0.6688	
WB	RIGHT (R) THRU (T) LEFT (L)	608 670 97	0 *\$ 670 97	1650 3300 1650	0.0000 0.2030 0.0588	0.0588	
	TOTAL VOI	LUME-TO-CAP	ACITY RATIO: OF SERVICE:			0.83 D	

• ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NAME: SURSET DT. SPLIT PHASE: I										
	6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + R	17 14 33	17 14 33 31	1650 1650 3000 1650	0.0103 0.0085 0.0110 0.0188	0.0188					
SB	RIGHT (R) THRU (T) LEFT (L) T + L	58 18 21	58 18 21 39	1650 1650 1650 1650	0.0352 0.0109 0.0127 0.0236	0.0236					
EB	RIGHT (R) THRU (T) LEFT (L)	976 2509 1721	958 * 2509 1721	1650 4950 3000	0.5806 0.5069 0.5737	0.5737					
WB	RIGHT (R) THRU (T) LEFT (L)	31 1378 163	10 * 1378 163	1650 6600 1650	0.0061 0.2088 0.0988	0.2088					
		LUME-TO-CAP	ACITY RATIO OF SERVICE:			0.82 D					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

33 14 17 LEFT THRU RIGHT STREET NAME: Sunset Dr. SPLIT PHASE? Y

			6 PHASE SIG	NAL		
27.00.00	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	17 14 33	17 14 33 31	1650 1650 3000 1650	0.0103 0.0085 0.0110 0.0188	0.0188
SB	RIGHT (R) THRU (T) LEFT (L) T + L	51 17 20	51 17 20 37	1650 1650 1650 1650	0.0309 0.0103 0.0121 0.0224	0.0224
EB	RIGHT (R) THRU (T) LEFT (L)	976 2506 1721	958 * 2506 1721	1650 4950 3000	0.5806 0.5063 0.5737	0.5737
WB	RIGHT (R) THRU (T) LEFT (L)	1678 226	31 * 1678 226	1650 6600 1650	0.0188 0.2542 0.1370	0.2542
===	TOTAL VOI	UME-TO-CAP	ACITY RATIO			0.87 D

<sup>\*</sup> ADJUSTÊD FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

INTERSECTION 1385 COUNT DATE/TIME:	Sunset Dr. and	Bollinger Cyn SAN RA	MON
CONDITION : PM	Year 2000 No Proje		FILE 133-ON-M
	RIGHT THRU LEFT 1251 5 23		Î
^	i i i i _	^	NORTH
LEFT 306 2.0	1.9 1.1 1.1	1.0 66 RIGHT	STREET NAME:
THRU 1566> 3.0	(NO. OF LANES)	4.0< 2961 THRU	Bollinger Cyr
RIGHT 45 1.0	< 1.1 1.1 \(\frac{2.0}{1.1} \) \(\hat{1}\)	1.0 33 LEFT	SPLIT PHASE?
	615 9 149 LEFT THRU RIGHT		
CERREN NAME .	Curace De	CDITT DHACE? Y	

	DIRECT IN	A-ILL 6 DGITE				
20100.0			6 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	149 9 615	149 9 615 158	1650 1650 3000 1650	0.0903 0.0055 0.2050 0.0958	0.2050
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1251 5 23	1251 5 23 28	1650 1650 1650 1650	0.7582 0.0030 0.0139 0.0170	0.0170
εв	RIGHT (R) THRU (T) LEFT (L)	45 1566 306	0 * 1566 306	1650 4950 3000	0.0000 0.3164 0.1020	0.1020
WB	RIGHT (R) THRU (T) LEFT (L)	66 2961 33	43 * 2961 33	1650 6600 1650	0.0261 0.4486 0.0200	0.4486
==:			ACITY RATIO			0.77 C

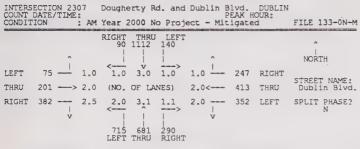
<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	C	ICTA I	.NTEF	SECTIO	N LEVE	EL OF S	SERVICE	ANALYS	IS		10/7/92
INTERS				Sunset	Dr.	and	Bolling	er Cyn PEAK H		MON	
CONDIT			PM	Year 2	.000 W	ith Pro	oject -	Mitiga	ited	FILE	133-00-
				RIGHT 1273	THRU°					^	
		î		<	V		^			NOR	TH
LEFT	310		2.0	1.9	1.1	1.1	1.0	74	RIGHT	CTOFF	T NAME:
THRU	1850	>	3.0	(NO.	OF LA	NES)	4.0<	2952	THRU		inger Cy
RIGHT	45	·	1.0	615			1.0	33	LEFT	SPLIT	PHASE?

	STREET NAME: Sunset Dr. SPLIT PHASE? Y											
	6 PHASE SIGNAL											
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
NB	RIGHT (R) THRU (T) LEFT (L) T + R	149 8 615	149 8 615 157	1650 1650 3000 1650	0.0903 0.0048 0.2050 0.0952	0.2050						
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1273 5 31	1273 5 31 36	1650 1650 1650 1650	0.7715 0.0030 0.0188 0.0218	0.0218						
EB	RIGHT (R) THRU (T) LEFT (L)	45 1850 310	0 * 1850 310	1650 4950 3000	0.0000 0.3737 0.1033	0.1033						
WB	RIGHT (R) THRU (T) LEFT (L)	74 2952 33	43 * 2952 33	1650 6600 1650	0.0261 0.4473 0.0200	0.4473						
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.78 C						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED



	STREET NA	ME: Dougi	herty Rd.	SPL	IT PHASE?	N
			6 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	290 681 715	290 681 715 971	1650 4950 3000 4950	0.1758 0.1376 0.2383 0.1962	0.2383
SB	RIGHT (R) THRU (T) LEFT (L)	90 1112 140	15 * 1112 140	1650 4950 1650	0.0091 0.2246 0.0848	0.2246
EB	RIGHT (R) THRU (T) LEFT (L)	382 201 75	201 75	3000 3300 1650	0.0000 0.0609 0.0455	0.0609
WB	RIGHT (R) THRU (T) LEFT (L)	247 413 352	107 * 413 352	1650 3300 3000	0.0648 0.1252 0.1173	0.1173
		LUME-TO-CAP	ACITY RATIO	:		0.64

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

# CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN PEAK HOUR:

CONDIT	ION	: AM	Year 2	000 W	ith Pro	oject - M	itiga	ted	FILE 133-00-M
			RIGHT 111	THRU 1621	LEFT 173				^
				i	i	^ 1			NORTH
LEFT	91	1.0	1.0	3.0	1.0	1.0	232	RIGHT	STREET NAME:
THRU	195	-> 2.0	(NO.	OF LA	NES)	2.0<	297	THRU	Dublin Blvd.
RIGHT	427	2.5	785	926	333	2.0 V	309	LEFT	SPLIT PHASE?
			LEFT '	THRU	RIGHT				

	STREET NA	ME: Dough	nerty Rd.	SPL	IT PHASE?	N
			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	333 926 785	333 926 785 1259	1650 4950 3000 4950	0.2018 0.1871 0.2617 0.2543	0.2617
SB	RIGHT (R) THRU (T) LEFT (L)	111 1621 173	20 * 1621 173	1650 4950 1650	0.0121 0.3275 0.1048	0.3275
EB	RIGHT (R) THRU (T) LEFT (L)	427 195 91	0 * 195 91	3000 3300 1650	0.0000 0.0591 0.0552	0.0591
WB	RIGHT (R) THRU (T) LEFT (L)	232 297 309	59 * 297 309	1650 3300 3000	0.0358 0.0900 0.1030	0.1030
		UME-TO-CAP	ACITY RATIO			0.75 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT	ECTION 2	E:		•			PEAK H	OUR:	FILE 133-0N-M
CONDIT	ION	: PM	iear /	OUU N	o Pioje	ect - Mi	Ligate	Q.	FILE 133 Off C.
			RIGHT 58	THRU 914					^
	^			- 1	1	^			NORTH
LEFT	123 -	1.0	1.0	3.0	1.0	1.0 -	166	RIGHT	STREET NAME:
THRU	407	> 2.0	(NO.	OF LA	NES)	2.0<	334	THRU	Dublin Blvd.
RIGHT	1081	2.5	929	3,1   	1.1           	2.0	541	LEFT	SPLIT PHASE?

	STREET N	AME: Dough	erty Rd.	SPL	IT PHASE?	N	- 17
2.0-4			6 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	270 818 929	270 818 929 1088	1650 4950 3000 4950	0.1636 0.1653 0.3097 0.2198	0.3097	
SB	RIGHT (R) THRU (T) LEFT (L)	58 914 226	0 * 914 226	1650 4950 1650	0.0000 0.1846 0.1370	0.1846	
EB	RIGHT (R) THRU (T) LEFT (L)	1081 407 123	152 * 407 123	3000 3300 1650	0.0507 0.1233 0.0745	0.1233	
WB	RIGHT (R) THRU (T) LEFT (L)	166 334 541	0 * 334 541	1650 3300 3000	0.0000 0.1012 0.1803	0.1803	
323		LUME-TO-CAPA		:		0.80 C	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

### CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

	ECTION 23 DATE/TIME ION	:		-	d. and ith Pro		P:	EAK HO		FILE 133-00-M
****	****	=====	RIGHT	THRU 1306	LEFT 302	:É===:	====	=====		^
	^		1	i	i		^			NORTH
LEFT	158	1.0	1.0	3.0	1.0	1.0		188	RIGHT	STREET NAME:
THRU	418>	2.0	(NO.	OF LA	NES)	2.0<		269	THRU	Dublin Blvd.
RIGHT :	1087 V	2.5	2.0 < 958 LEFT	3,1   1165 THRU	1.1     308 RIGHT	2.0		503	LEFT	SPLIT PHASE?

	STREET NA	ME: Dough	nerty Rd.	SPL	T PHASE?	N					
	6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + R	308 1165 958	308 1165 958 1473	1650 4950 3000 4950	0.1867 0.2354 0.3193 0.2976	0.3193					
SB	RIGHT (R) THRU (T) LEFT (L)	73 1306 302	0 * 1306 302	1650 4950 1650	0.0000 0.2638 0.1830	0.2638					
EB	RIGHT (R) THRU (T) LEFT (L)	1087 418 158	129 * 418 158	3000 3300 1650	0.0430 0.1267 0.0958	0.1267					
WB	RIGHT (R) THRU (T) LEFT (L)	198 269 503	0 * 269 503	1650 3300 3000	0.0000 0.0815 0.1677	0.1677					
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.88 D	on all all				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERCECTION 2323 Santa Dita Dd and I-590 FR Off DIFASANTON

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2000 No Project - Mitigated FILE 133-0N-M RIGHT THRU LEFT 90 1318 118 NORTH THRU 153 ---> 2.0 (NO. OF LANES) 0.0<--- 0 THRU 0.0 2.0 2.0 2.0 RIGHT 858 --- 1.9 70 LEFT SPLIT PHASE? 0 682 451 LEFT THRU RIGHT STREET NAME: Santa Rita Rd SPLIT PHASE? N

	6 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T)	451 682	413 * 682	3000 3300	0.1377 0.2067							
SB	RIGHT (R) THRU (T) LEFT (L)	90 1318 118	90 1318 118	1650 3300 1650	0.0545 0.3994 0.0715	0.3994						
EB	RIGHT (R) THRU (T) LEFT (L)	858 153 156	858 153 156	1650 3300 3000	0.5200 0.0464 0.0520	0.0520						
WB	RIGHT (R) LEFT (L)	376 70	258 ±	3000 3000	0.0860	0.0860						
-	TOTAL VOI	LUME-TO-CAP	ACITY RATIO OF SERVICE:	•		0.54 A						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2000 With Project - Mitigated FILE FILE 133-00-M RIGHT THRU LEFT 90 1306 119 LEFT 139 -- 2.0 1.9 2.0 2.0 2.0 -- 365 RIGHT STREET NAME: I-580 EB Off THRU 157 ---> 2.0 (NO. OF LANES) 0.0<--- 0 THRU RIGHT 867 -- 1.9 0.0 2.0 2.0 2.0 -- 72 LEFT SPLIT PHASE?

	STREET NA	ME: Santa	Rita Rd	SPL	T PHASE?	N					
6 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	451 682	411 * 682	3000 3300	0.1370 0.2067						
SB	RIGHT (R) THRU (T) LEFT (L)	90 1306 119	90 1306 119	1650 3300 3000	0.0545 0.3958 0.0397	0.3958					
EB	RIGHT (R) THRU (T) LEFT (L)	867 157 139	867 157 139	1650 3300 3000	0.5255 0.0476 0.0463	0.0476					
ΝB	RIGHT (R) LEFT (L)	365 72	300 * 72	3000 3000	0.1000 0.0240	0.1000					
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.54 A					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:	Santa Rita No and	PEAK HOUR:	141014
	Year 2000 No Proj		FILE 133-0N-M
^	RIGHT THRU LEFT 171 687 218		NORTH
	1.9 2.0 1.0 (NO. OF LANES)		STREET NAME: I-580 EB Off
RIGHT 1071 1.9	0.0 2.0 2.0 <	· ·	SPLIT PHASE?
CTDEET NAME .	Canta Dita Dd	M CHARLE WINDS	

	SIREEI NA	TE: Santa	1 KILA KU	SFL.	II LUMDE:	FRANC: N		
			6 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T)	1095 1836	1050 * 1836	3000 3300	0.3500 0.5564	0.5564		
SB	RIGHT (R) THRU (T) LEFT (L)	171 687 218	171 687 218	1650 3300 1650	0.1036 0.2082 0.1321	0.1321		
EB	RIGHT (R) THRU (T) LEFT (L)	1071 508 423	1071 508 423	1650 3300 3000	0.6491 0.1539 0.1410	0.1539		
WB	RIGHT (R) LEFT (L)	246 82	28 * 82	3000 3000	0.0093	0.0273		
a 10 3	TOTAL VOI	UME-TO-CAPA	ACITY RATIO: OF SERVICE:		******	0.87 D		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PM Year 2000 With Project - Mitigated FILE FILE 133-00-M NORTH LEFT 459 -- 2.0 1.9 2.0 2.0 2.0 -- 258 RIGHT STREET NAME: I-580 EB Off THRU 531 ---> 2.0 (NO. OF LANES) 0.0<--- 0 THRU 0.0 2.0 2.0 2.0 — 82 LEFT SPLIT PHASE? 0 1908 1088 LEFT THRU RIGHT

===	STREET NA	ME: Santa	Rita Rd	SPL	IT PHASE?	N					
	6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	1088 1908	1043 * 1908	3000 3300	0.3477 0.5782	0.5782					
SB	RIGHT (R) THRU (T) LEFT (L)	163 687 225	163 687 225	1650 3300 3000	0.0988 0.2082 0.0750	0.0750					
EB	RIGHT (R) THRU (T) LEFT (L)	1076 531 459	1076 531 459	1650 3300 3000	0.6521 0.1609 0.1530	0.1609					
WB	RIGHT (R) LEFT (L)	258 82	134 * 82	3000 3000	0.0447 0.0273	0.0447					
	TOTAL VOI	UME-TO-CAPA	CITY RATIO: F SERVICE:			0.86 D					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

	ECTION 2384 DATE/TIME:	Tassajara F	d. and		xtn. EAK H		
CONDIT		Year 2000 N	lo Proje				FILE 133-0N-M
		RIGHT THRU 284 1374					^
	^			^			NORTH
LEFT	115 1.0	1.0 2.0	1.0	1.0	5	RIGHT	CEDERAL MARCA
THRU	235> 2.0	(NO. OF LA	NES)	2.0<	491	THRU	STREET NAME: Dublin Extn.
RIGHT	93 1.0 v	2.0 2.0 	1.0   	2.0	693	LEFT	SPLIT PHASE?

	STREET NA	AME: Tass	ajara Rd.	. SPLIT PHASE? N				
			8 PHASE SIG	SNAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	29 <b>9</b> 137 489	0 * 137 489	1650 3300 3000	0.0000 0.0415 0.1630	0.1630		
SB	RIGHT (R) THRU (T) LEFT (L)	284 1374 68	169 * 1374 68	1650 3300 1650	0.1024 0.4164 0.0412	0.4164		
EB	RIGHT (R) THRU (T) LEFT (L)	93 235 115	0 * 235 115	1650 3300 1650	0.0000 0.0712 0.0697	0.0712		
WB	RIGHT (R) THRU (T) LEFT (L)	5 491 693	0 * 491 693	1650 3300 3000	0.0000 0.1488 0.2310	0.2310		
	TOTAL VOI		ACITY RATIO			0.88 D		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:	-		Extn. DUBLIN PEAK HOUR:	
CONDITION : AM Y			Mitigated	133-00-N

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Tassa	ajara Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	232 150 447	0 * 150 447	1650 3300 3000	0.0000 0.0455 0.1490	0.1490
SB	RIGHT (R) THRU (T) LEFT (L)	307 1370 54	189 * 1370 54	1650 3300 1650	0.1145 0.4152 0.0327	0.4152
EB	RIGHT (R) THRU (T) LEFT (L)	94 305 118	0 * 305 118	1650 3300 1650	0.0000 0.0924 0.0715	0.0924
WB	RIGHT (R) THRU (T) LEFT (L)	8 524 461	0 * 524 461	1650 3300 3000	0.0000 0.1588 0.1537	0.1537
		LUME-TO-CAP				0.81 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	ECTION 23 DATE/TIME		Tassa	jara R	d. and	Dublin E	eak H		
CONDIT			Year :	2000 N	o Proj	ect - Mit			FILE 133-0N-M
			RIGHT 167	THRU 395					^
	•					î			NORTH
LEFT	658	1.0	1.0	2.0	1.0	1.0	19	RIGHT	STREET NAME:
THRU	530	> 2.0	(NO.	OF LA	NES)	2.0<	297	THRU	Dublin Extn.
RIGHT	168 ——	1.0	<	2,0	1.0	2.0	261	LEFT	SPLIT PHASE?

	STREET NA	AME: Tassa	ajara Rd.	SPL	IT PHASE?	N	
2,50			8 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	436 901 384	292 * 901 384	1650 3300 3000	0.1770 0.2730 0.1280	0.2730	
SB	RIGHT (R) THRU (T) LEFT (L)	167 395 28	0 * 395 28	1650 3300 1650	0.0000 0.1197 0.0170	0.0170	
EB	RIGHT (R) THRU (T) LEFT (L)	168 530 658	0 * 530 658	1650 3300 1650	0.0000 0.1606 0.3988	0.3988	
WB	RIGHT (R) THRU (T) LEFT (L)	19 297 261	0 * 297 261	1650 3300 3000	0.0000 0.0900 0.0870	0.0900	
		LUME-TO-CAPA				0.78	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

### CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

	ECTION 23 DATE/TIME ION	:				Dublin	PEAK H		FILE 133-00-M
	^		RIGHT 160	THRU 388	LEFT 28	^			NORTH
LEFT	623> 536>		1.0 (NO.			1.0		RIGHT THRU	STREET NAME: Dublin Extn.
RIGHT	167	1.0	2.0 < 391 LEFT	2,0     980 THRU	1.0 > 428 RIGHT	2.0	- 266	LEFT	SPLIT PHASE?

	STREET NA	ME: Tassa	ijara Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	428 980 391	282 * 980 391	1650 3300 3000	0.1709 0.2970 0.1303	0.2970
SB	RIGHT (R) THRU (T) LEFT (L)	160 388 28	0 * 388 28	1650 3300 1650	0.0000 0.1176 0.0170	0.0170
EB	RIGHT (R) THRU (T) LEFT (L)	167 536 623	0 * 536 623	1650 3300 1650	0.0000 0.1624 0.3776	0.3776
WB	RIGHT (R) THRU (T) LEFT (L)	19 348 266	0 * 348 266	1650 3300 3000	0.0000 0.1055 0.0887	0.1055
		LUME-TO-CAPI				0.80

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/7/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2000 With Project - Mitigated FILE 133-00-M RIGHT THRU LEFT 46 240 37 NORTH 32 -- 1.0 1.0 2.0 1.0 1.0 --LEFT 67 RIGHT STREET NAME: Dublin Extn. 355 ---> 1.0 (NO. OF LANES) 2.0<--- 796 THRU THRU 1.0 2.0 1.0 1.0 -- 409 LEFT SPLIT PHASE? RIGHT 323 --- 1.0 535 82 256 LEFT THRU RIGHT

COLUMN DURCES N

	STREET NA	ME: Hacie	enda Dr.	SPLIT PHASE? N						
	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	256 82 535	0 * 82 535	1650 3300 1650	0.0000 0.0248 0.3242	0.3242				
SB	RIGHT (R) THRU (T) LEFT (L)	46 240 37	14 * 240 37	1650 3300 1650	0.0085 0.0727 0.0224	0.0727				
EB	RIGHT (R) THRU (T) LEFT (L)	323 355 32	0 * 355 32	1650 1650 1650	0.0000 0.2152 0.0194	0.2152				
WB	RIGHT (R) THRU (T) LEFT (L)	67 796 409	30 * 796 409	1650 3300 1650	0.0182 0.2412 0.2479	0.2479				
2.212		LUME-TO-CAP				0.86 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN COUNT DATE/TIME:
CONDITION PM Year 2000 With Project - Mitigated

RIGHT THRU LEFT 40 158 30 FILE 133-00-NORTH 1.0 --- 57 RIGHT 61 --- 1.0 <--- v ---> LEFT STREET NAME: Dublin Extr 519 ---> 1.0 (NO. OF LANES) 2.0<--- 650 THRU THRU RIGHT 586 --- 1.0 1.0 --- 283 LEFT SPLIT PHASE? 558 201 791 LEFT THRU RIGHT

-	STREET N	AME: Hacie	enda Dr.	SPL	IT PHASE?	N
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	791 201 558	508 * 201 558	1650 3300 1650	0.3079 0.0609 0.3382	0.3382
SB	RIGHT (R) THRU (T) LEFT (L)	40 158 30	0 * 158 30	1650 3300 1650	0.0000 0.0479 0.0182	0.0479
EB	RIGHT (R) THRU (T) LEFT (L)	586 519 61	28 * 519 61	1650 1650 1650	0.0170 0.3145 0.0370	0.3145
WB	RIGHT (R) THRU (T) LEFT (L)	57 650 283	27 * 650 283	1650 3300 1650	0.0164 0.1970 0.1715	0.1715
	TOTAL VO	LUME-TO-CAPA TION LEVEL	ACITY RATIO			0.87 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/7/92

	STREET NA	ME: Camin	o Tass.	SPLI	T PHASE?	N	
			3 PHASE \$IC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	241 745	115 * 745	1720 1720	0.0669 0.4331	0.4331	
EB	RIGHT (R) THRU (T)	187 253	0 * 253	1720 1720	0.0000 0.1471		
WB	THRU (T) LEFT (L)	765 126	765 126	1720 1720	0.4448 0.0733	0.4448	
	TOTAL VOI INTERSECT	UME-TO-CAPA				0.88 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

505 Camino Tass. and Diablo Rd. DANVILLE IME: PEAK HOUR: : AM Year 2010 With Project - Mitigated F1 FILE 133-10-M RIGHT THRU LEFT NORTH 0.0 0.0 0.0 0.0 0.0 ---STREET NAME: 255 ---> 1.0 (NO. OF LANES) 1.0<--- 662 THRU 1.0 0.0 1.0 1.0 ---151 LEFT SPLIT PHASE? 612 0 238 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Camin	o Tass.	SPL	IT PHASE?	N
			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	238 612	87 * 612	1720 1720	0.0506 0.3558	0.3558
EB	RIGHT (R) THRU (T)	214 255	0 * 255	1720 1720	0.0000 0.1483	
WB	THRU (T) LEFT (L)	662 151	662 151	1720 1720	0.3849	0.3849
		LUME-TO-CAPA				0.74 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

505 Camino Tass. and Diablo Rd. DANVILLE E: PEAK HOUR: : PM Year 2010 No Project - Mitigated FI FILE 133-1N-M RIGHT THRU NORTH 0.0 0.0 0.0 0.0 0.0 LEFT 0 RIGHT STREET NAME: Diablo Rd. 688 ---> 1.0 (NO. OF LANES) 1.0<--- 404 THRU THRU 1.0 0.0 1.0 1.0 --- 159 LEFT SPLIT PHASE? RIGHT 700 --- 1.0 LEFT THRU RIGHT

SPLIT PHASE? N

order real.								
			3 PHASE SIC					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	85 302	0 * 302	1720 1720	0.0000 0.1756	0.1756		
EB	RIGHT (R) THRU (T)	700 688	398 * 688	1720 1720	0.2314	0.4000		
WB	THRU (T) LEFT (L)	404 159	404 159	1720 1720	0.2349 0.0924	0.0924		
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67 INTERSECTION IS VET OF SERVICE: 8								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	LEFT THRO RIGHT										
	STREET NAME: Camino Tass. SPLIT PHASE? N										
	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	85 302	302	1720 1720	0.0000 0.1756	0.1756					
EB	RIGHT (R) THRU (T)	740 633	438 * 633	1720 1720	0.2547 0.3680	0.3680					
WB	THRU (T) LEFT (L)	416 151	416 151	1720 1720	0.2419 0.0878	0.0878					
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.63 INTERSECTION LEVEL OF SERVICE: B										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 506 Camino Tass. and Sycamore Vily DANVILLE

PEAK HOUR:

NORTH

NORTH

STREET NAME:
Sycamore Vily

NORTH

STREET NAME:
Sycamore Vily

NORTH

STREET NAME:
NORTH

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STREET NAME:
NOR

	5 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
SB	RIGHT (R) LEFT (L)	72 224	32 * 224	1650 1650	0.0194 0.1358	0.1358					
EB	THRU (T) LEFT (L)	278 40	278 40	3300 1650	0.0842 0.0242	0.0242					
WB	RIGHT (R) THRU (T) LEFT (L)	530 2106 0	306 * 2106 0	1650 3300 1650	0.1855 0.6382 0.0000	0.6382					

SPLIT PHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

STREET NAME: Camino Tass.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

			5 PHASE SI	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L) T + R + L	79 273	79 273 352	1650 3000 3000	0.0479 0.0910 0.1173	0,1173
EB	THRU (T) LEFT (L)	381 30	381 30	3300 1650	0.1155 0.0182	0.0182
WB	RIGHT (R) THRU (T) LEFT (L)	406 2173 0	256 * 2173 0	1650 3300 1650	0.1552 0.6585 0.0000	0.6585
	TOTAL VOL	UME-TO-CAPA	ACITY RATIO		~ = <b>2 2 5</b> 5 5 5 5 5 5	0.79 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 506 Camino Tass. and Sycamore V11y DANVILLE COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Year 2010 No Project - Mitigated F1 FILE 133-1N-THRU LEFT NORTH 1.0 -- 157 RIGHT 1.0 0.0 1.0 STREET NAME: Sycamore VI THRU 1818 ---> 2.0 (NO. OF LANES) 2.0<--- 710 THRU SPLIT PHASE? 0.0 0.0 0.0 0.0 O LEFT RIGHT 1.0 -LEFT THRU RIGHT STREET NAME: Camino Tass. SPLIT PHASE? N

	5 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
SB	RIGHT (R) LEFT (L)	9 <b>8</b> 549	20 * 549	1650 1650	0.0121 0.3327	0.3327						
EB	THRU (T) LEFT (L)	1818 78	1818 - 78	3300 1650	0.5509 0.0473	0.5509						
WB	RIGHT (R) THRU (T) LEFT (L)	157 710 0	710 0	1650 3300 1650	0.0000 0.2152 0.0000	0.0000						
TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:												

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

LEFT THRU RIGHT

10/7/92

STREET NAME: Camino Tass. SPLIT PHASE? N										
	5 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L) T + R + L	91 594	91 594 685	1650 3000 3000	0.0552 0.1980 0.2283	0.2283				
EB	THRU (T) LEFT (L)	1820 71	1820 71	3300 1650	0.5515 0.0430	0.5515				
WB	THRU (T) LEFT (L)	171 947 0	947 0	1650 3300 1650	0.0000 0.2870 0.0000	0.0000	min may dan a			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.78 INTERSECTION LEVEL OF SERVICE: C									

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON PEAK HOUR:
CONDITION : AM Year 2010 With Project - Mitigated FIL

RIGHT THRU LEFT

O 0 0 0

0.0 0.0 0.0 0.0 0.0

501 ---> 3.1 (NO. OF LANES)

1.1

10/7/92

FILE 133-10-M

NORTH

0.84

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON PEAK HOUR:
CONDITION : PM Year 2010 With Project - Mitigated FII

RIGHT THRU LEFT 0 0 0 FILE 133-10-M

NORTH 0.0 0.0 0.0 0.0 0.0 0 RIGHT (NO. OF LANES) 3.0<--- 870 THRU 2.0 0.0 2.5 2.0 -402 LEFT SPLIT PHASE? 372 0 1123 LEFT THRU RIGHT

	STREET NA	ME: Alcos	ta Blvd.	SPLIT	PHASE?		
_			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
,	RIGHT (R) LEFT (L)	1123 372	721 * 372		0.2306 0.1190	0.2306	
	RIGHT (R)	385	385	1720	0 2238		

2147 THRU (T) 2147 0.4161 0.4907 0.1286 0.85 D

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

2.0 0.0 2.5 2.0 --- 1261 LEFT SPLIT PHASE? 329 0 166 LEFT THRU RIGHT Alcosta Blvd. STREET NAME: SPLIT PHASE? N 3 PHASE SIGNAL ADJUSTED VOLUME\* CAPACITY MOVEMENT RIGHT (R) LEFT (L) 0.0000 329 166 329 3127 3127 0.1052 RIGHT (R) THRU (T) T + R 562 501 1063 0.3267 0.0971 0.2060 562 501 0.3267 2329 1261 2329 1261 THRU (T) LEFT (L) 0.4033

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

THRU

RIGHT

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

3.0<--- 2329 THRU

10/7/92

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 521 COUNT DATE/TIME:	Camino Ramon and	Bollinger Cyn SAN RA	MON
	Year 2010 No Proje		FILE 133-1N-M
	RIGHT THRU LEFT 109 144 67		^
^		^	NORTH
LEFT 1002 - 2.0	2.5 1.1 2.1	1.0 376 RIGHT	STREET NAME:
THRU 601> 3.0	(NO. OF LANES)	3.0< 1828 THRU	Bollinger Cyn
RIGHT 768 — 1.0	2.0 1.0 1.0	2.0 517 LEFT	SPLIT PHASE?
	143 73 69 LEFT THRU RIGHT		
STREET NAME:	Camino Ramon	SPLIT PHASE? Y	

STREET NAME: Camuno Ramon SPETT PRASE: I											
	6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	69 73 143	0 * 73 143	1650 1650 3000	0.0000 0.0442 0.0477	0.0477					
SB	RIGHT (R) THRU (T) LEFT (L) T + L	109 144 67	0 * 144 67 211	3000 1650 3000 3000	0.0000 0.0873 0.0223 0.0703	0.0873					
EB	RIGHT (R) THRU (T) LEFT (L)	768 601 1002	689 * 601 1002	1650 4950 3000	0.4176 0.1214 0.3340	0.3340					
WB	RIGHT (R) THRU (T) LEFT (L)	376 1828 517	339 * 1828 517	1650 4950 3000	0.2055 0.3693 0.1723	0.3693					
10.00	TOTAL VOLUME-TO-CAPACITY RATIO: 0.84 INTERSECTION LEVEL OF SERVICE: D										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 521 Camino Ramon and Bollinger Cyn SAN RAMON PEAK HOUR: TIME:

PEAK HOUR:

AM Year 2010 With Project - Mitigated FILE 133-10-M RIGHT THRU LEFT 109 148 67 NORTH 944 --- 2.0 <del>2.5</del> 1.1 2.1 1.0 --- 414 RIGHT STREET NAME: Bollinger Cyn THRU 600 ---> 3.0 (NO. OF LANES) 3.0<--- 2238 THRU 745 --- 1.0 2.0 1.0 2.0 2.0 --- 537 LEFT SPLIT PHASE? 141 70 73 LEFT THRU RIGHT

	STREET NA	ME: Camir	no Ramon	SPLIT PHASE? Y						
			6 PHASE SIG	SNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	73 70 141	0 * 70 141	3000 1650 3000	0.0000 0.0424 0.0470	0.0470				
SB	RIGHT (R) THRU (T) LEFT (L) T + L	109 148 67	0 * 148 67 215	3000 1650 3000 3000	0.0000 0.0897 0.0223 0.0717	0.0897				
EB	RIGHT (R) THRU (T) LEFT (L)	745 600 944	667 * 600 944	1650 4950 3000	0.4042 0.1212 0.3147	0.3147				
WB	RIGHT (R) THRU (T) LEFT (L)	414 2238 537	377 * 2238 537	1650 4950 3000	0.2285 0.4521 0.1790	0.4521				
===	TOTAL VOLUME-TO-CAPACITY RATIO: 0.90									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

521 Camino Ramon and Bollinger Cyn SAN RAMON
ME: PEAK HOUR:
: PM Year 2010 No Project - Mitigated FIL FILE 133-1N-M NORTH LEFT 115 -- 2.0 <--- v --- 118 RIGHT STREET NAME: Bollinger Cyr THRU 1783 ---> 3.0 (NO. OF LANES) 3.0<--- 1156 THRU - 224 LEFT

	STREET NAME: Camino Ramon SPLIT PHASE? Y									
200	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	580 301 656	457 * 301 656	1650 1650 3000	0.2770 0.1824 0.2187	0.2770				
SB	RIGHT (R) THRU (T) LEFT (L) T + L	911 131 578	796 * 131 578 709	3000 1650 3000 3000	0.2653 0.0794 0.1927 0.2363	0.2653				
EB	RIGHT (R) THRU (T) LEFT (L)	315 1783 115	1783 115	1650 4950 3000	0.0000 0.3602 0.0383	0.3602				
WB	RIGHT (R) THRU (T) LEFT (L)	118 1156 224	0 * 1156 224	1650 4950 3000	0.0000 0.2335 0.0747	0.0747				
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.98 E				

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

521 Camino Ramon and Bollinger Cyn SAN RAMON ME: PEAK HOUR: : PM Year 2010 With Project - Mitigated FII FILE 133-10-M RIGHT THRU LEFT 872 132 639 NORTH 115 --- 2.0 1.0 --- 118 RIGHT

STREET NAME: Bollinger Cy THRU 2145 ---> 3.0 (NO. OF LANES) 3.0<--- 1434 THRU ) 2.0 --- 249 LEFT 2.0 1.0 2.0 RIGHT 294 --- 1.0 SPLIT PHASE? 659 287 675 LEFT THRU RIGHT

STREET NAME: Camino Ramon SPLIT PHASE? Y 6 PHASE SIGNAL ADJUSTED VOLUME\* V/C RATIO CRITICAL MOVEMENT CAPACITY NB RIGHT (R) THRU (T) LEFT (L) 538 \* 287 659 3000 1650 3000 0.1793 0.1739 0.2197 0.2197 RIGHT (R) THRU (T) LEFT (L) T + L 872 132 639 3000 0.2130 0.2570 RIGHT (R) THRU (T) LEFT (L) 1650 4950 3000 0.0000 0.4333 0.0383 0.4333 WB RIGHT (R) THRU (T) LEFT (L) 0.0830 TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: 0.99

\* ADJUSTED FOR RIGHT TURN ON RED

	INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR:									
CONDIT			Year 2	2010 N	o Proje	ect - Mit			FILE 133-1N-M	
			RIGHT 291	THRU 225	LEFT 51				î	
	î			ļ	1	^			NORTH	
LEFT	251	2.1	1.0	2.0	2.0	1.0	471	RIGHT	STREET NAME:	
THRU	· 116>	2.1	(NO.	OF LA	NES)	2.0<	1313	THRU	Bollinger Cyn	
RIGHT	75 —   V	1.0	735	2.1   	1.1     38   RIGHT	1.0	141	LEFT	SPLIT PHASE?	

Technique	STREET NA	ME: Alco	sta Blvd.	SPL:	IT PHASE?	N
			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	38 658 735	38 658 735 696	1650 3300 3000 3300	0.0230 0.1994 0.2450 0.2109	0.2450
SB	RIGHT (R) THRU (T) LEFT (L)	291 225 51	153 * 225 51	1650 3300 3000	0.0927 0.0682 0.0170	0.0927
EB	RIGHT (R) THRU (T) LEFT (L) T + L	75 116 251	0 * 116 251 367	1650 3300 3000 4650	0.0000 0.0352 0.0837 0.0789	0.0837
WB	RIGHT (R) THRU (T) LEFT (L)	471 1313 141	443 * 1313 141	1650 3300 1650	0.2685 0.3979 0.0855	0.3979
		LUME-TO-CAP	ACITY RATIO: OF SERVICE:			0.82 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 522 Alcosta Blvd, and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project - Mitigated FIL NORTH 214 --- 2.0 1.0 2.0 2.0 1.0 --- 738 RIGHT LEFT THRU 190 ---> 3.0 (NO. OF LANES) 3.0<--- 1797 THRU 75 -- 1.0 2.0 2.1 1.1 1.0 -- 157 LEFT

	·		698 THRU	76 RIGHT				
 STREET	NAME:	Alcost	a Blv	d.	SPLIT	PHASE?	N	
				SIGNAL				
						0.0.4.00		

	4 110 00 4 2 3 4 10										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + R	76 698 683	76 698 683 774	1650 3300 3000 3300	0.0461 0.2115 0.2277 0.2345	0.2277					
SB	RIGHT (R) THRU (T) LEFT (L)	363 225 140	245 * 225 140	1650 3300 3000	0.1485 0.0682 0.0467	0.1485					
EB	RIGHT (R) THRU (T) LEFT (L)	75 190 214	0 * 190 214	1650 4950 3000	0.0000 0.0384 0.0713	0.0713					
WB	RIGHT (R) THRU (T) LEFT (L)	738 1797 157	661 * 1797 157	1650 4950 1650	0.4006 0.3630 0.0952	0.4006					
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.85 INTERSECTION LEVEL OF SERVICE: D										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 522 Alcosta Blud and Bollinger Cun SAN RAMON

	DATE/TIM		ALCOS	-a DIV	u. and	BUIT.		AK H		1-1014
CONDI			Year :	2010 N	o Proje	ect -				FILE 133-1N-M
			RIGHT 512	THRU 828						^
	^			1			•			NORTH
LEFT	543	2.1	1.0	2.0	2.0	1.0		115	RIGHT	STREET NAME:
THRU	1136	> 2.1	(NO.	OF LA	NES)	2.0<		368	THRU	Bollinger Cyn
RIGHT	613	1.0	< 2.0	2,1	1.1	1.0	l V	87	LEFT	SPLIT PHASE?
			222 LEFT	414 THRU	148 RIGHT					

	STREET N	AME: Alcos	sta Blvd.	SPL	T PHASE?	N	
			6 PHASE SIC	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	148 414 222	148 414 222 562	1650 3300 3000 3300	0.0897 0.1255 0.0740 0.1703	0.0740	
SB	RIGHT (R) THRU (T) LEFT (L)	512 828 446	213 * 828 446	1650 3300 3000	0.1291 0.2509 0.1487	0.2509	
EB	RIGHT (R) THRU (T) LEFT (L) T + L	613 1136 543	491 * 1136 543 1679	1650 3300 3000 4650	0.2976 0.3442 0.1810 0.3611	0.3611	
WB	RIGHT (R) THRU (T) LEFT (L)	115 368 87	0 * 368 87	1650 3300 1650	0.0000 0.1115 0.0527	0.1115	
		LUME-TO-CAPA			<del>2 No de so 10 A2 las ab</del> de sel	0.80	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

ION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON E/TIME: PEAK HOUR: : PM Year 2010 With Project - Mitigated FIL NORTH LEFT 601 -- 2.0 1.0 2.0 2.0 1.0 -- 266 RIGHT THRU 1712 ---> 3.0 (NO. OF LANES) 3.0<--- 739 THRU RIGHT 557 -- 1.0 2.0 2.1 1.1 1.0 -- 156 LEFT 187 414 190

			sta Blvd. 8 PHASE SIG		IT PHASE?	
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	190 414 187	190 414 187 604	1650 3300 3000 3300	0.1152 0.1255 0.0623 0.1830	0.1830
SB	RIGHT (R) THRU (T) LEFT (L)	510 771 687	179 * 771 687	1650 3300 3000	0.1085 0.2336 0.2290	0.2290
ЕВ	RIGHT (R) THRU (T) LEFT (L)	557 1712 601	454 * 1712 601	1650 4950 3000	0.2752 0.3459 0.2003	0.3459
ΝB	RIGHT (R) THRU (T) LEFT (L)	266 739 156	0 * 739 156	1650 4950 1650	0.0000 0.1493 0.0945	0.0945
		UME-TO-CAP	ACITY RATIO: OF SERVICE:	•		0.85 D

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 564
COUNT DATE/TIME:
CONDITION

AM Year 2010 No Project - Mitigated

FILE 133-1N-M

RIGHT THRU LEFT
480 832 90

RIGHT THRU LEFT
153 - 1.0 2.0 1.0 1.0 - 212 RIGHT

THRU 305 -> 3.1 (NO. OF LANES) 2.0<-- 1224 THRU Camino Tass.

RIGHT 491 - 2.1 2.0 2.1 2.1 2.0 - 1167 LEFT SPLIT PHASE?

N

369 215 215
LEFT THRU RIGHT

	STREET NA	ME: Black	chawk Rd.	SPL.	II PHASE:	[A	
			8 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	215 215 369	0 * 215 369 215	3000 3300 3000 4650	0.0000 0.0652 0.1230 0.0462	0.1230	
SB	RIGHT (R) THRU (T) LEFT (L)	480 832 90	327 * 832 90	1650 3300 1650	0.1982 0.2521 0.0545	0.2521	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	491 305 153	288 * 305 153 593	3000 4950 1650 6300	0.0960 0.0616 0.0927 0.0941	0.0960	
WB	RIGHT (R) THRU (T) LEFT (L)	212 1224 1167	122 * 1224 1167	1650 3300 3000	0.0739 0.3709 0.3890	0.3890	
-	TOTAL VOI		ACITY RATIO OF SERVICE:	•		0.86 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92

INTERSECTION 564
COUNT DATE/TIME:
CONDITION : AM Year 2010 With Project - Mitigated: FILE 133-10-M

RIGHT THRU LEFT
421 850 73

RIGHT 278 -- 1.0 1.0 3.0 1.0 1.0 -- 328 RIGHT
THRU 275 ---> 3.1 (NO. OF LANES) 2.0<-- 1016 THRU Camino Tass.

RIGHT 548 -- 2.1 2.0 2.1 2.1 2.0 --- 1126 LEFT SPLIT PHASE?

NORTH

STREET NAME:
Camino Tass.

STREET NAME: Blackhawk Rd. SPLIT PHASE?	STREET	NAME:	Blackhawk	Rd.	SPLIT	PHASE?	N
---	--------	-------	-----------	-----	-------	--------	---

			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	307 611 569	0 * 611 569 611	3000 3300 3000 4650	0.0000 0.1852 0.1897 0.1314	0.1897
SB	RIGHT (R) THRU (T) LEFT (L)	421 850 73	143 * 850 73	1650 4950 1650	0.0867 0.1717 0.0442	0.1717
EB	RIGHT (R) THRU (T) LEFT (L) T + R	548 275 278	235 * 275 278 510	3000 4950 1650 6300	0.0783 0.0556 0.1685 0.0810	0.1685
WB	RIGHT (R) THRU (T) LEFT (L)	328 1016 1126	255 * 1016 1126	1650 3300 3000	0.1545 0.3079 0.3753	0.3079
7==	TOTAL VOI		ACITY RATIO	******	=#374543=:	0.84 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALISTS

	Blackhawk Rd. and	PEAK HOUR:	مادي
COUNT DATE/TIME: CONDITION : PM	Year 2010 No Proje		FILE 133-1N-
^	RIGHT THRU LEFT 192 450 223	^	NORTH
LEFT 396 — 1.0 THRU 1286 —> 3.1	1.0 2.0 1.0 (NO. OF LANES)		STREET NAME: Camino Tass
	< 2.0 2.1 2.1 <		SPLIT PHASE?
	501 772 972 LEFT THRU RIGHT	anrim Duaces M	

	STREET NA	ME: Black	khawk Rd.	SPL.	IT PHASE?	N	
===			8 PHASE SIG	NAL			-
2000	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	972 772 501	716 * 772 501 1488	3000 3300 3000 4650	0.2387 0.2339 0.1670 0.3200	0.3200	
SB	RIGHT (R) THRU (T) LEFT (L)	192 450 223	0 ± 450 223	1650 3300 1650	0.0000 0.1364 0.1352	0.1352	
EB	RIGHT (R) THRU (T) LEFT (L) T + R	408 1286 396	132 * 1286 396 1418	3000 4950 1650 6300	0.0440 0.2598 0.2400 0.2251	0.2598	
WB	RIGHT (R) THRU (T) LEFT (L)	191 367 466	0 * 367 466	1650 3300 3000	0.0000 0.1112 0.1553	0.1553	
==	TOTAL VOI		ACITY RATIO: OF SERVICE:			0.87 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE PEAK HOUR: COUNT DATE/TIME: PM Year 2010 With Project - Mitigated FILE 133-10

RIGHT THRU LEFT 225 641 168 NORTH

LEFT 373 -- 1.0 1.0 3.0 1.0 1.0 -- 129 RIGHT

THRU 1103 ---> 3.1 (NO. OF LANES) 2.0<--- 351 THRU Camino Tas

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

THRU 1103 ---> 3.1 (NO. OF LANES) 2.0<--- 351 THRU Camino Tas

RIGHT 667 --- 2.1 2.0 2.1 2.1 2.0 --- 546 LEFT SPLIT PHASE

V

729 791 907

LEFT THRU RIGHT

	STREET NA	ME: Black	thawk Rd.	SPL	IT PHASE?	N
222			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	907 791 729	607 * 791 729 1398	3000 3300 3000 4650	0.2023 0.2397 0.2430 0.3006	0.3006
SB	RIGHT (R) THRU (T) LEFT (L)	225 641 168	0 * 641 168	1650 4950 1650	0.0000 0.1295 0.1018	0.1018
EB	RIGHT (R) THRU (T) LEFT (L) T + R	667 1103 373	266 * 1103 373 1369	3000 4950 1650 6300	0.0887 0.2228 0.2261 0.2173	0.2228
WB	RIGHT (R) THRU (T) LEFT (L)	129 351 546	0 * 351 546	1650 3300 3000	0.0000 0.1064 0.1820	0.1820
	TOTAL VOI	LUME-TO-CAP	ACITY RATIO: OF SERVICE:			0.81 D

ADJUSTED FOR RIGHT TURN ON RED

10/7/92

FILE 133-10-M

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2010 With Project - Mitigated FILL RIGHT THRU LEFT 0 0 0 0

NORTH 563 0 1085 LEFT THRU RIGHT

STREET NA		PHASE?	

			2 611401 310	i druu		CONTROL OF THE PARTY OF THE PARTY OF THE PARTY.
26.00.00	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	1085 563	157 * 563	3127 3127	0.0502 0.1800	0.1800
EB	RIGHT (R) THRU (T)	179 340	0 * 340	1720 5160	0.0000 0.0659	
WB	THRU (T) LEFT (L)	1807 928	1807 928	3440 3127	0.5253 0.2968	0.5253
223		UME-TO-CAP	ACITY RATIO: DF SERVICE:			0.71 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 1369 COUNT DATE/TIME:	Dougherty Rd. and	Crow Canyon SAN RA	MOM
	Year 2010 With Pro	oject - Mitigated	FILE 133-10-M
	RIGHT THRU LEFT		^
	0 0		
^		^	NORTH
	<>		
LEFT 0 0.0	0.0 0.0 0.0	0.0 0 RIGHT	CERTIFICAL VILLE
THRU 1674> 3.0	(NO. OF LANES)	2.0< 692 THRU	STREET NAME: Crow Canyon
RIGHT 466 1.0	2.0 0.0 2.5	2.0 1138 LEFT	SPLIT PHASE?
V		V	
	201 0 987 LEFT THRU RIGHT		
		·	

	STREET NA	ME: Dough	nerty Rd.	SPL:	IT PHASE?	N
			3 PHASE SIC	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	987 201	201	3127 3127	0.0000	0.0643
EB	RIGHT (R) THRU (T)	466 1674	355 * 1674	1720 5160	0.2064 0.3244	0.3244
WB	THRU (T) LEFT (L)	692 1138	692 1138	3440 3127	0.2012 0.3639	0.3639
		UME-TO-CAP	ACITY RATIO: DF SERVICE:			0.75 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION : AM Year 2010 No Project - Mitigated FIL FILE 133-1N-M RIGHT THRU LEFT NORTH LEFT 1721 - 2.0 1.9 1.1 1.1 1.0 - 54 RIGHT THRU 2863 ---> 3.0 (NO. OF LANES) 4.0<--- 1335 THRU RIGHT 987  $\longrightarrow$  1.0 < 2.0 1.1 1.1 1.0  $\longrightarrow$  307 LEFT SPLIT PHASE? N 33 14 17 LEFT THRU RIGHT STREET NAME: Sunset Dr. SPLIT PHASE? Y

	SIREEI NA	TIE: SUIIS	er Dr.	012.			===
			6 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	17 14 33	17 14 33 31	1650 1650 3000 1650	0.0103 0.0085 0.0110 0.0188	0.0188	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	29 18 18	29 18 18 36	1650 1650 1650 1650	0.0176 0.0109 0.0109 0.0218	0.0218	
EB	RIGHT (R) THRU (T) LEFT (L)	987 2863 1721	969 * 2863 1721	1650 4950 3000	0.5873 0.5784 0.5737	0.5737	
WB	RIGHT (R) THRU (T) LEFT (L)	54 1335 307	36 * 1335 307	1650 6600 1650	0.0218 0.2023 0.1861	0.2023	
	TOTAL VO		ACITY RATIO	*		0.82 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
COUNT DATE/TIME: PEAK HOUR:
CONDITION: AM Year 2010 With Project - Mitigated FIL FILE 133-10-M RIGHT THRU LEFT NORTH 1.9 1.1 1.1 1.0 --- 73 RIGHT STREET NAME: Bollinger Cyn THRU 2766 ---> 3.0 (NO. OF LANES) 4.0<--- 1572 THRU 2.0 1.1 1.1 1.0 --- 406 LEFT SPLIT PHASE? 14 17 LEFT THRU RIGHT

10/7/92

	STREET NA	ME: Sunse	et Dr.	SPL:	IT PHASE?	Y	-==
			6 PHASE SIG	NAL			
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L) T + R	17 14 33	17 14 33 31	1650 1650 3000 1650	0.0103 0.0085 0.0110 0.0188	0.0188	
SB	RIGHT (R) THRU (T) LEFT (L) T + L	26 17 18	26 17 18 35	1650 1650 1650 1650	0.0158 0.0103 0.0109 0.0212	0.0212	
EB	RIGHT (R) THRU (T) LEFT (L)	976 2766 1721	958 * 2766 1721	1650 4950 3000	0.5806 0.5588 0.5737	0.5806	
WB	RIGHT (R) THRU (T) LEFT (L)	73 1572 406	55 * 1572 406	1650 6600 1650	0.0333 0.2382 0.2461	0.2461	
2==	TOTAL VOI	LUME-TO-CAP FION LEVEL	ACITY RATIO OF SERVICE:	0 4		0.87 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

Sunset Dr. and	Bollinger Cyn SAN RA	MON
Year 2010 No Proje		FILE 133-1N-M
RIGHT THRU LEFT 1305 5 23	^	NORTH
		STREET NAME: Bollinger Cyn
		SPLIT PHASE?
815 13 149 LEFT THRU RIGHT		
	A Year 2010 No Project	Year 2010 No Project - Mitigated

	STREET NA	ME: Sunse	et Dr.	2577	LI Phase:	1
			6 PHASE SIC	NAL		
-==	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	149 13 815	149 13 815 162	1650 1650 3000 1650	0.0903 0.0079 0.2717 0.0982	0.2717
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1305 5 23	1305 5 23 28	1650 1650 1650 1650	0.7909 0.0030 0.0139 0.0170	0.0170
EB	RIGHT (R) THRU (T) LEFT (L)	54 1584 332	0 * 1584 332	1650 4950 3000	0.0000 0.3200 0.1107	0.1107
WB	RIGHT (R) THRU (T) LEFT (L)	82 3135 69	59 * 3135 69	1650 6600 1650	0.0358 0.4750 0.0418	0.4750
			ACITY RATIO OF SERVICE:	•		0.87 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

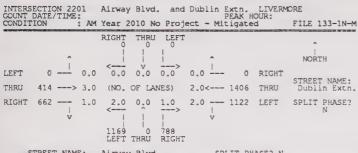
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PM Year 2010 With Project - Mitigated FILL RIGHT THRU LEFT 1309 5 34 FILE 133-10-M NORTH 367 --- 2.0 1.9 1.1 1.1 1.0 --- 115 RIGHT LEFT STREET NAME: Bollinger Cy THRU 1812 ---> 3.0 (NO. OF LANES) 4.0<--- 3281 THRU 47 -- 1.0 2.0 1.1 1.1 1.0 -- 78 LEFT SPLIT PHASE?

		775 LEFT	5 15 183 T THRU RIGH	HT		
	STREET NA	ME: Sunse	et Dr.	SPL	IT PHASE?	Y
322			6 PHASE SIG	SNAL		
38.	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	183 15 775	183 15 775 198	1650 1650 3000 1650	0.1109 0.0091 0.2583 0.1200	0.2583
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1309 5 34	1309 5 34 39	1650 1650 1650 1650	0.7933 0.0030 0.0206 0.0236	0.0236
EB	RIGHT (R) THRU (T) LEFT (L)	47 1812 367	0 * 1812 367	1650 4950 3000	0.0000 0.3661 0.1223	0.1223
WB	RIGHT (R) THRU (T) LEFT (L)	115 3281 78	81 * 3281 78	1650 6600 1650	0.0491 0.4971 0.0473	0.4971
		LUME-TO-CAPA	ACITY RATIO OF SERVICE:			0.90 D

\* ADJUSTED FOR RIGHT TURN ON RED



-	STREET N	ME: Alrwa	ay Bivd.	SPL.	IT PHASE?	N
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	788 1169	171 * 1169	1650 3000	0.1036 0.3897	0.3897
EB	RIGHT (R) THRU (T)	662 414	19 * 414	1650 4950	0.0115 0.0836	0.0836
WB	THRU (T) LEFT (L)	1406 1122	1406 1122	3300 3000	0.4261 0.3740	0.3740
	TOTAL VOI	LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.85 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

	CTION 2201 ATE/TIME:	Airway Blvd.	and Dublin Extn.	
CONDITIO		Year 2010 Wit		ated FILE 133-10-M
		RIGHT THRU	LEFT	
		0 0	0	^
	^	< V	^ - <del></del> >	NORTH
LEFT	0.0			RIGHT STREET NAME:
THRU 4	441> 3.0	(NO. OF LANE	ES) 3.0< 1430	
RIGHT 7	719 2.0	2.0 0.0 2	2.0 2.0 1157	LEFT SPLIT PHASE?
	V		v	
			733 RIGHT	
con	DEET NAME .	Airman Blud	פמן דיי מו	IN CROKE

	STREET NA	ME: Aliwa	ay Biva.	SPL.	IT PHASE:	N
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	733 1178	97 * 1178	3000 3000	0.0323 0.3927	0.3927
EB	RIGHT (R) THRU (T)	719 441	71 * 441	3000 4950	0.0237 0.0891	0.0891
WB	THRU (T) LEFT (L)	1430 1157	1430 1157	4950 3000	0.2889 0.3857	0.3857
-		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.87 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2201 COUNT DATE/TIME:	LIVERMORE	
CONDITION : PM	Year 2010 No Project - Mitigated	
	RIGHT THRU LEFT	^
^		NORTH
	(NO. OF LANES) 2.0< 193	STREET NAME:
	2.0 0.0 1.0 2.0 — 1075 	

F 20 W	STREET !	NAME: Airwa	ay Blvd.	SPL:	IT PHASE?	N	
			4 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R)	760 449	169 * 449	1650 3000	0.1024 0.1497	0.1497	
EB	RIGHT (R)	547 1832	300 * 1832	1650. 4950	0.1818 0.3701	0.3701	
WB	THRU (T) LEFT (L)	193 1075	193 1075	3300 3000	0.0585 0.3583	0.3583	
721		OLUME-TO-CAPA				0.88 D	

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2201 COUNT DATE/TIME:	Airway Blvd. and	Dublin Extn. LIVERM	IORE
	Year 2010 With Pr		FILE 133-10-M
	RIGHT THRU LEFT		۸
^		^	NORTH
LEFT 0 0.0	0.0 0.0 0.0	0.0 0 RIGHT	STREET NAME:
THRU 1776> 3.0	(NO. OF LANES)	3.0< 239 THRU	Dublin Extn.
RIGHT 468 2.0	2.0 0.0 2.0 <>	2.0 1036 LEFT	SPLIT PHASE?
-	496 0 767 LEFT THRU RIGHT		

		LEFT	THRU RIGH	T						
	STREET NAME: Airway Blvd. SPLIT PHASE? N									
			4 PHASE SIG	NAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	767 496	197 * 496	3000 3000	0.0657 0.1653	0.1653				
EB	RIGHT (R) THRU (T)	468 1776	195 * 1776	3000 4950	0.0650 0.3588	0.3588				
WB	THRU (T) LEFT (L)	239 1036	239 1036	4950 3000	0.0483 0.3453	0.3453				
	TOTAL VOI		ACITY RATIO: OF SERVICE:			0.87 D				

ADJUSTED FOR RIGHT TURN ON RED

2253 Village Pkwy. and I-680 NB Off DUBLIN
EME: PEAK HOUR:
PEAK HOUR: FILE 133-1N-M THRU NORTH 2.1 1.0 1.0 0.0 0.0 0 RIGHT --> 0.0 0 THRU (NO. OF LANES) 1.1 1.0 0.0 -0 LEFT SPLIT PHASE? LEFT THRU RIGHT

			ige Pkwy.	25.0		N	
			4 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	30 3	30 3	1650 1650	0.0182 0.0018	0.0018	
SB	RIGHT (R) THRU (T)	894 229	178 * 229	1650 1650	0.1079 0.1388	0.1388	
EB	RIGHT (R) LEFT (L) T + R + L	120 1302	120 1302 1422	1650 3000 3000	0.0727 0.4340 0.4740	0.4740	

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project - Mitigated FILE 133-10-M NORTH 1.0 1.0 0.0 0.0 -0 RIGHT ---> 0.0 (NO. OF LANES) 0 THRU 1.0 1.0 0.0 1.1 0.0 LEFT SPLIT PHASE? LEFT THRU RIGHT

STREET	Village			PHASE?	
	 -			 	
	4	PHASE	SIGNAL		

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	32 4	32 4	1650 1650	0.0194	0.0024	
SB	RIGHT (R) THRU (T)	889 226	177 * 226	1650 1650	0.1073 0.1370	0.1370	
EB	RIGHT (R) LEFT (L) T + R + L	110 1295	110 1295 1405	1650 3000 3000	0.0667 0.4317 0.4683	0.4683	

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

3 Village Pkwy. and I-680 NB Off DUBLIN PEAK HOUR: PM Year 2010 No Project - Mitigated FILE 133-1N-NORTH LEFT 1692 ---0.0 1.0 1.0 0.0 2.1 0 RIGHT STREET NAME: 1-680 NB Of: 0 THRU --> 0.0 (NO. OF LANES) 0.0<---- 1.1 1.0 0 LEFT 24 175 0 LEFT THRU RIGHT

	STREET NA	ME: Villa	age Pkwy.	SPLIT PHASE? N			
			4 PHASE SIG	SNAL			
******	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	175 24	175 24	1650 1650	0.1061 0.0145	0.0145	
SB	RIGHT (R) THRU (T)	225 192	192	1650 1650	0.0000 0.1164	0.1164	
EB	RIGHT (R) LEFT (L) T + R + L	81 1692	81 1692 1773	1650 3000 3000	0.0491 0.5640 0.5910	0.5910	
			ACITY RATIO: OF SERVICE:			0.72 C	

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2253 Village Pkwy, and I-680 NB Off DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Year 2010 With Project - Mitigated FILE 133-10-THRU LEFT NORTH LEFT 1788 --1.0 0.0 0 RIGHT STREET NAME: I-600 NB Of (NO. OF LANES) 0.0<---0 THRU 1.0 RIGHT 154 1.1 0.0 0 LEFT SPLIT PHASE? 29 176 0 LEFT THRU RIGHT

	STREET NA	ME: Villa	IT PHASE?	N					
			4 PHASE SIC	INAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	THRU (T) LEFT (L)	176 29	176 29	1650 1650	0.1067 0.0176	0.0176	-		
SB	RIGHT (R) THRU (T)	231 348	0 * 348	1650 1650	0.0000	0.2109			
EB	RIGHT (R) LEFT (L) T + R + L	154 1788	154 1788 1942	1650 3000 3000	0.0933 0.5960 0.6473	0.6473			
===	TOTAL VOLUME-TO-CAPACITY RATIO: 0.88 INTERSECTION LEVEL OF SERVICE: 0.88								

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project - Mitigated FILE 133-10-M RIGHT THRU LEFT

10/7/92

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

			490	2233	0					1
	^		ji	i	i		^			NORTH
LEFT	179	1.0	1.0	3.0	0.0	0.0		0	RIGHT	STREET NAME:
THRU	0>	0.0	(NO.	OF LA	NES)	0.0<		0	THRU	Amador Valley
RIGHT	594	1.0	< 2.0	3,0	0.0	0.0	1	0	LEFT	SPLIT PHASE?
	v		359 LEFT	952 THRU	0 RIGHT		٧			
S	TREET NAM	E:	Doughe	erty R	id.		SPLIT	PH	ASE? N	

	4 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	THRU (T) LEFT (L)	952 359	952 359	4950 3000	0.1923 0.1197	0.1197				
SB	RIGHT (R) THRU (T)	490 2233	311 * 2233	1650 4950	0.1885 0.4511	0.4511				
EB	RIGHT (R) LEFT (L)	594 179	397 * 179	1650 1650	0.2406 0.1085	0.2406				
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.81 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN PEAK HOUR:
COUNT DATE/TIME:
CONDITION: PM Year 2010 With Project - Mitigated

RIGHT THRU LEFT
211 1227 0 FILE 133-10-M NORTH LEFT 467 -- 1.0 1.0 3.0 0.0 0.0 --STREET NAME: Amador Valley 0 THRU

10/7/92

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

THRU 0 --> 0.0 (NV. V. L.)

RIGHT 410 -- 1.0 2.0 3.0 0.0 0.0 --
V O LEFT SPLIT PHASE? 517 2449 0 LEFT THRU RIGHT STREET NAME: Dougherty Rd. SPLIT PHASE? N

***	4 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	THRU (T) LEFT (L)	2449 517	2449 517	4950 3000	0.4947 0.1723	0.4947					
SB	RIGHT (R) THRU (T)	211 1227	1227	1650 4950	0.0000						
EB	RIGHT (R) LEFT (L)	410 467	126 * 467	1650 1650	0.0764	0.2830					
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.78 INTERSECTION LEVEL OF SERVICE: C										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/7/92

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN PEAK HOUR:
COUNT DATE/TIME:
CONDITION: AM Year 2010 With Project - Mitigated

RIGHT THRU LEFT
0 2029 434 FILE 133-10-M NORTH 0.0 0.0 3.0 2.0 2.0 -- 429 RIGHT LEFT STREET NAME: S.P. R.O.W. 0 THRU THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---

0.0 3.0 1.0 SPLIT PHASE? RIGHT 0 605 41 LEFT THRU RIGHT

ST	REET N	IAME:	Dougherty	Rd.	SPLIT	PHASE?	N

			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	41 605	40 * 605	1720 5160	0.0233 0.1172		
SB	THRU (T) LEFT (L)	2029 434	2029 434	5160 3127	0.3932 0.1388	0.3932	
WB	RIGHT (R) LEFT (L)	429 1	190 * 1	3127 1720	0.0608 0.0006	0.0608	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.45 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: PM Year 2010 With Project - Mitigated

RIGHT THRU LEFT 0 1052 317 FILE 133-10-1

NORTH 0.0 0.0 3.0 2.0 2.0 — 1112 RIGHT LEFT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<---THRU 0.0 3.0 1.0 1.0 100 LEFT SPLIT PHASE? 0 1476 139 LEFT THRU RIGHT

	STREET	NAME:	Doughe	rty	Rd.		SPLIT	PHASE?	N	
-2	*****	*********							-	ä
			3	PHA	ASE	SIGNAL				

	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	139 1476	39 * 1476	1720 5160	0.0227 0.2860	0.2860				
SB	THRU (T) LEFT (L)	1052 317	1052 317	5160 3127	0.2039 0.1014	0.1014				
WB	RIGHT (R) LEFT (L)	1112 100	938 * 100	3127 1720	0.3000 0.0581	0.3000				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.69 INTERSECTION LEVEL OF SERVICE: B									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

	STREET N	AME: S.P.	R.O.W.	SPL	IT PHASE?	N		
			3 PHASE SIG			THE RESIDENCE OF SECURITIONS AND ADDRESS OF SECU		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
SB	RIGHT (R) LEFT (L)	19 398	0 * 398	1720 3127	0.0000 0.1273	0.1273		
EB	THRU (T) LEFT (L)	597 56	597 56	5160 1720	0.1157 0.0326	0.0326		
WB	RIGHT (R) THRU (T)	143 3792	3792 *	1720 5160	0.0000 0.7349	0.7349		
*******	TOTAL VOLUME-TO-CAPACITY RATIO: 0.89 INTERSECTION LEVEL OF SERVICE: D							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN PEAK HOUR:
COUNT DATE/TIME:
CONDITION: AM Year 2010 With Project - Mitigated FILE 133-10-M

RIGHT THRU LEFT
26 0 449

RIGHT THRU LEFT
26 0 449

NORTH

LEFT 213 -- 2.0 1.0 0.0 2.0 1.0 -- 217 RIGHT

SPLIT PHASE? N

			3 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R) LEFT (L)	26 449	449	1720 3127	0.0000 0.1436	0.1436
EB	THRU (T) LEFT (L)	562 213	562 213	5160 3127	0.1089 0.0681	0.0681
WB	RIGHT (R) THRU (T)	217 3682	3682	1720 6880	0.0000 0.5352	0.5352
	TOTAL VOI		ACITY RATIO			0.75 C

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: S.P. R.O.W.

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN PEAK HOUR:

COUNT DATE/TIME: PM Year 2010 No Project - Mitigated FILE 133-1N-M

RIGHT THRU LEFT
9 0 395

LEFT 361 - 1.0 1.0 0.0 2.0 1.0 - 306 RIGHT

THRU 1685 --> 3.0 (NO. OF LANES) 3.0<--- 1262 THRU Dublin Extn.

RIGHT 0 -- 0.0 0.0 0.0 0.0 0.0 -- 0 LEFT SPLIT PHASE?

V

LEFT THRU RIGHT

	STREET NA	ME: S.P.	R.O.W.	SPL	IT PHASE?	N	
			3 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	9 395	0 * 395	1720 3127	0.0000 0.1263	0.1263	
EB	THRU (T) LEFT (L)	1685 361	1685 361	5160 1720	0.3266 0.2099	0.2099	
WB	RIGHT (R) THRU (T)	306 1262	89 * 1262	1720 5160	0.0517 0.2446	0.2446	
	TOTAL VOI INTERSECT	UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.58 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

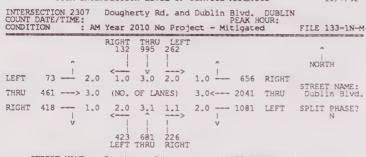
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

	STREET	NAME: S.P.	. R.O.W.	SPL	IT PHASE?	N	
			3 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R LEFT (L)	) 17 439	0 * 439	1720 3127	0.0000 0.1404	0.1404	
EB	THRU (T) LEFT (L)	1496 752	1496 752	5160 3127	0.2899 0.2405	0.2405	
WB	RIGHT (R THRU (T)	) 360 1200	119 * 1200	1720 6880	0.0692 0.1744	0.1744	
	TOTAL VI		PACITY RATIO OF SERVICE:			0.56 A	

\* ADJUSTED FOR RIGHT TURN ON RED



	STREET NA	AME: Doug	herty Rd.	SPL	IT PHASE?	N
			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	226 681 423	226 681 423 907	1650 4950 3000 4950	0.1370 0.1376 0.1410 0.1832	0.1410
SB	RIGHT (R) THRU (T) LEFT (L)	132 995 262	92 * 995 262	1650 4950 3000	0.0558 0.2010 0.0873	0.2010
EB	RIGHT (R) THRU (T) LEFT (L)	418 461 73	185 * 461 73	1650 4950 3000	0.1121 0.0931 0.0243	0.1121
WB	RIGHT (R) THRU (T) LEFT (L)	656 2041 1081	512 * 2041 1081	1650 4950 3000	0.3103 0.4123 0.3603	0.3603
		LUME-TO-CAP				0.81 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Dougl	nerty Rd.	SPL	IT PHASE?	N
8 PHASE SIGNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	152 681 563	0 * 681 563	1650 4950 3000	0.0000 0.1376 0.1877	0.1877
SB	RIGHT (R) THRU (T) LEFT (L)	391 1394 395	301 * 1394 395	1650 6600 3000	0.1824 0.2112 0.1317	0.2112
EB	RIGHT (R) THRU (T) LEFT (L)	426 503 163	116 * 503 163	1650 4950 3000	0.0703 0.1016 0.0543	0.0543
WB	RIGHT (R) THRU (T) LEFT (L)	781 2332 579	564 * 2332 579	1650 4950 3000	0.3418 0.4711 0.1930	0.4711
		UME-TO-CAP!	ACITY RATIO: OF SERVICE:			0.92 E

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:		Dublin Blvd. DUBLIN PEAK HOUR: ect - Mitigated	FILE 133-1N-M
	RIGHT THRU LEFT 54 885 462		^
2		^	NORTH
LEFT 194 - 2.0	1.0 3.0 2.0	1.0 370 RIGHT	STREET NAME:
THRU 1168> 3.0	(NO. OF LANES)	3.0< 607 THRU	Dublin Blvd.
RIGHT 736 1.0	2.0 3.1 1.1	2.0 547 LEFT	SPLIT PHASE?
	633 768 413 LEFT THRU RIGHT		
CODEED NAME .	Doughostu Dd	CDITT DURCES N	

	STREET NA	ME: Dough	nerty Rd.	SPL.	IT PHASE?	N
			6 PHASE SIC	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L) T + R	413 768 633	413 768 633 1181	1650 4950 3000 4950	0.2503 0.1552 0.2110 0.2386	0.2503
SB	RIGHT (R) THRU (T) LEFT (L)	54 885 462	0 * 885 462	1650 4950 3000	0.0000 0.1788 0.1540	0.1540
EB	RIGHT (R) THRU (T) LEFT (L)	736 1168 194	388 * 1168 194	1650 4950 3000	0.2352 0.2360 0.0647	0.2360
WB	RIGHT (R) THRU (T) LEFT (L)	370 607 547	116 * 607 547	1650 4950 3000	0.0703 0.1226 0.1823	0.1823
		UME-TO-CAPA	CITY RATIO: OF SERVICE:			0.82 D

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	,	CIA .	TMIE	QEC110	DN LEV	EL OF	SERV.	ICE .	ANALY5	15	10/7/92
INTERS	DATE	N 230							PEAK H	DUBLIN	
CONDIT	CION	e 145.400.000 to	PM.	Year 2	2010 1	Vith Pro	oject	- 1	Mitiga	ted	FILE 133-10-
				RIGHT 85	THRU 885	LEFT 659					^
		^						^			NORTH
LEFT	302		2.0	1.0	4.0	2.0	1.0		443	RIGHT	STREET NAME:
THRU	1198	>	3.0	(NO.	OF LA	NES)	3.0	( <del></del>	510	THRU	Dublin Blvd
RIGHT	892	 V	1.5	655	1000	396	2.0	· v	517	LEFT	SPLIT PHASE?
				TEL I	THRU	RIGHT					

	STREET NA	ME: Dougi	herty Rd.	SPL	IT PHASE?	N	
			8 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	396 1000 655	112 * 1000 655	1650 4950 3000	0.0679 0.2020 0.2183	0.2020	
SB	RIGHT (R) THRU (T) LEFT (L)	85 885 659	0 * 885 659	1650 6600 3000	0.0000 0.1341 0.2197	0.2197	
EB	RIGHT (R) THRU (T) LEFT (L)	892 1198 302	532 * 1198 302	1650 4950 3000	0.3224 0.2420 0.1007	0.3224	
WB	RIGHT (R) THRU (T) LEFT (L)	443 510 517	81 * 510 517	1650 4950 3000	0.0491 0.1030 0.1723	0.1723	ſ
	TOTAL VOL INTERSECT		ACITY RATIO: OF SERVICE:			0.92 E	at tage i.

\* ADJUSTED FOR RIGHT TURN ON RED

10/7/92

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 With Project - Mitigated FILE 133-10-M

			RIGHT 1116	THRU 1340	LEFT	====		====		^
	^		i	i			^			NORTH
LEFT	0	0.0	1.9	3.0	0.0	2.0		584	RIGHT	STREET NAME:
THRU	0>	0.0	(NO.	OF LA	NES)	0.0	·	0	THRU	I-580 WB Off
RIGHT	0	0.0	1	1130	1.9   	2.0	i v	800	LEFT	SPLIT PHASE?
3	TREET NAM	Ε:	Tassa	ara R	i.		SPL	IT PH	ASE? N	

	4 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T)	737 1130	737 1130	1650 4950	0.4467 0.2283						
SB	RIGHT (R) THRU (T)	1116 1340	1116 1340	1650 4950	0.6764	0.2707					
WB	RIGHT (R) LEFT (L)	584 800	314 *\$ 800	3000 3000	0.1047	0.2667					
-		UME-TO-CAP	ACITY RATIO: DF SERVICE:			0.54 A					

\* ADJUSTED FOR RIGHT TURN ON RED 5 SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECT COUNT DATE CONDITION	TE/TIME:	:					PI	EAK HO		NTON FILE 133-10-M
				======		ézzz				
				THRU 1140	LEFT					^
	^			1	1		^			NORTH
	1		<	v	>		ŧ			1401(111
LEFT	0	0.0				2.0		315	RIGHT	STREET NAME:
THRU	0>	0.0	(NO.	OF LA	NES)	0.0	<	0	THRU	I-580 WB Off
RIGHT	v 0	0.0	1	1	1.9	2.0	l v	530	LEFT	SPLIT PHASE?
			LEFT	THRU	RIGHT					
STRE	EET NAME	2.5	Tassa	iara Ro	4.		SPL	TT PH	ASE2 N	

~~~							
			4 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	866 2426	866 2426	1650 4950	0.5248 0.4901	0.4901	
SB	RIGHT (R) THRU (T)	513 1140	513 1140	1650 4950	0.3109 0.2303		
WB	RIGHT (R) LEFT (L)	315 530	315 \$ 530	3000 3000	0.1050 0.1767	0.1767	
		UME-TO-CAPA	ACITY RATIO	:		0.67 B	

\* ADJUSTED FOR RIGHT TURN ON RED S SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92 INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON PEAK HOUR.

CONDIT	ION	: PM	Year .	2010 No	Proj	ect - Mit	igate	d	FILE 133-1N-
				THRU 873					î
	<u>^</u>		i	Ĺ	1	^			NORTH
LEFT	713	2.0	1.9	2.0	1.0	2.0	260	RIGHT	STREET NAME:
THRU	437>	1.0	(NO.	OF LA	VES)	0.0<	0	THRU	I-580 EB Of:
RIGHT	979	1.9	0.0	3,0	2.0	2.0	82	LEFT	SPLIT PHASE?

				-			
	STREET NA	ME: Santa	Rita Rd	SPL	IT PHASE?	N	
222			6 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	925 2083	880 * 2083	3000 4950	0.2933	0.4208	
SB	RIGHT (R) THRU (T) LEFT (L)	310 873 262	310 873 262	1650 3300 1650	0.1879 0.2645 0.1588	0.1588	
EB	RIGHT (R) THRU (T) LEFT (L)	979 437 713	979 437 713	1650 1650 3000	0.5933 0.2648 0.2377	0.2648	
WB	RIGHT (R) LEFT (L)	260 82	0 * 82	3000 3000	0.0000	0.0273	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.87 D	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Year 2010 No Project - Mitigated FILE FILE 133-1N-M RIGHT THRU LEFT 90 1756 127 NORTH LEFT 217 - 2.0 1.9 2.0 1.0 2.0 - 395 RIGHT THRU 126 ---> 1.0 (NO. OF LANES) 0.0<--- 0 THRU 0.0 3.0 2.0 2.0 — v SPLIT PHASE? 70 LEFT 0 682 451 LEFT THRU RIGHT

	STREET NA	ME: Santa	a Rita Rd	SPL	IT PHASE?	N
			6 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	451 682	413 * 682	3000 4950	0.1377 0.1378	
SB	RIGHT (R) THRU (T) LEFT (L)	90 1756 127	90 1756 127	1650 3300 1650	0.0545 0.5321 0.0770	0.5321
EB	RIGHT (R) THRU (T) LEFT (L)	- 874 126 217	874 126 217	1650 1650 3000	0.5297 0.0764 0.0723	0.0764
WB	RIGHT (R) LEFT (L)	395 70	268 * 70	3000 3000	0.0893 0.0233	0.0893
	TOTAL VOI		ACITY RATIO			0.70 B

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2323 Santa Rita Rd and I-580 FB Off PLEASANT 10/7/92

COUNT	DATE/TIME	2.0	Sauca	nica i	nu anu	1-200	PEAK H	OUB .	141014
CONDIT			Year 2	2010 W	ith Pro	oject -	- Mitiga	ted	FILE 133-10-M
			RIGHT 100	THRU 1808	LEFT 120				^
	î		<	1	>	^			NORTH
LEFT	212	2.0		2.0	2.0	2.0	382	RIGHT	STREET NAME:
THRU	115>	1.0	(NO.	OF LA	NES)	0.0<	0	THRU .	I-580 EB Off
RIGHT	886 ——	1.9	<	682	451	2.0	70	LEFT	SPLIT PHASE?
			LEFT	THRU	RIGHT				

STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	451 682	413 * 682	3000 4950	0.1377 0.1378	*				
SB	RIGHT (R) THRU (T) LEFT (L)	100 1808 120	100 1808 120	1650 3300 3000	0.0606 0.5479 0.0400	0.5479				
ЕВ	RIGHT (R) THRU (T) LEFT (L)	886 115 212	886 115 212	1650 1650 3000	0.5370 0.0697 0.0707	0.0707				
WB	RIGHT (R) LEFT (L)	382 70	316 ±	3000 3000	0.1053 0.0233	0.1053				
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72 INTERSECTION LEVEL OF SERVICE: C										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON COUNT DATE/TIME: PM Year 2010 With Project - Mirigated FILE FILE 133-10-M RIGHT THRU LEFT 328 923 265 NORTH 691 — 2.0 1.9 2.0 2.0 2.0 — 268 RIGHT STREET NAME: I-580 EB Off 420 ---> 1.0 (NO. OF LANES) 0.0<---0 THRU 0.0 3.0 2.0 2.0 — 82 LEFT SPLIT PHASE? - 1.9 0 2167 925 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

-	STREET N	AME: Santa	a Rita Rd	SPL	IT PHASE?	N
==:			6 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	925 2167	880 * 2167	3000 4950	0.2933 0.4378	0.4378
SB	RIGHT (R) THRU (T) LEFT (L)	328 923 265	328 923 265	1650 3300 3000	0.1988 0.2797 0.0883	0.0883
EB	RIGHT (R) THRU (T) LEFT (L)	980 420 691	980 420 691	1650 1650 3000	0.5939 0.2545 0.2303	0.2545
WB	RIGHT (R) LEFT (L)	268 82	122 * 82	3000 3000	0.0407 0.0273	0.0407
	TOTAL VO INTERSEC	LUME-TO-CAPA TION LEVEL C	CITY RATIO: OF SERVICE:			0.82 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

FILE 133-1N-M

STREET NAME: Dublin Extn.

SPLIT PHASE?

0.75 C

NORTH

10/7/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Year 2010 No Project - Mitigated

RIGHT THRU LEFT

LEFT 100 -- 1.0 <-- v 1.0 1.0 1.0 44 RIGHT

	ECTION 23 DATE/TIME TON	:				Dublin	PEAK H	OUR:	FILE 133-1N-M
			RIGHT 100	THRU 181	LEFT 73				^
	^					^			NORTH
LEFT	100	1.0	1.0	2.0	1.0	1.0	18	RIGHT	
THRU	632>	3.0	(NO.	OF LA	NES)	3.0<	3052	THRU	STREET NAME: Dublin Extn.
RIGHT	113	1.0	348	2.0     565 THRU	1.0   	2.0	700	LEFT	SPLIT PHASE?

	STREET NA	ME: Falle	on Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	324 565 348	0 * 565 348	1650 3300 3000	0.0000 0.1712 0.1160	0.1712
SB	RIGHT (R) THRU (T) LEFT (L)	100 181 73	0 * 181 73	1650 3300 1650	0.0000 0.0548 0.0442	0.0442
EB	RIGHT (R) THRU (T) LEFT (L)	113 632 100	0 * 632 100	1650 4950 1650	0.0000 0.1277 0.0606	0.0606
WB	RIGHT (R) THRU (T) LEFT (L)	18 3052 700	0 * 3052 700	1650 4950 3000	0.0000 0.6166 0.2333	0.6166
	TOTAL VOI		ACITY RATIO: OF SERVICE:			0.89 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	LEFT THRU RIGHT											
	STREET NAME: Fallon Rd. SPLIT PHASE? N											
8 PHASE SIGNAL												
===	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L)	495 431 325	338 * 431 325	1650 3300 3000	0.2048 0.1306 0.1083	0.2048						
SB	RIGHT (R) THRU (T) LEFT (L)	100 91 30	0 * 91 30	1650 3300 1650	0.0000 0.0276 0.0182	0.0182						
EB	RIGHT (R) THRU (T) LEFT (L)	664 2157 100	485 * 2157 100	1650 4950 1650	0.2939 0.4358 0.0606	0.4358						
WB	RIGHT (R) THRU (T) LEFT (L)	44 313 285	14 * 313 285	1650 4950 3000	0.0085 0.0632 0.0950	0.0950						

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERS	DATE/I							PEAK H		
CONDIT	ION	:	AM	Year 2	2010 W	ith Pr	oject - N	Mitiga	ted	FILE 133-10-M
				RIGHT 100	THRU 332	LEFT 105				^
		^		<	 		^			NORTH
LEFT	100 -		1.0			2.0	1.1	26	RIGHT	20000000 111110
THRU	620 -	>	3.0	(NO.	OF LA	NES)	3.1<	2960	THRU	STREET NAME: Dublin Extn.
RIGHT	156 -	   	1.0	< 2.0	3,0	2.0	2.0	703	LEFT	SPLIT PHASE?

	STREET NA	ME: Fallo	on Ka.	25F	IT PHASE?	N
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	268 488 332	0 * 488 332	3000 4950 3000	0.0000 0.0986 0.1107	0.1107
SB	RIGHT (R) THRU (T) LEFT (L)	100 332 105	0 * 332 105	1650 4950 3000	0.0000 0.0671 0.0350	0.0671
EB	RIGHT (R) THRU (T) LEFT (L)	156 620 100	0 * 620 100	1650 4950 1650	0.0000 0.1253 0.0606	0.0606
WB	RIGHT (R) THRU (T) LEFT (L) T + R	26 2960 703	26 2960 703 2986	1650 4950 3000 4950	0.0158 0.5980 0.2343 0.6032	0.6032
	TOTAL VOI		ACITY RATIO: OF SERVICE:		******	0.84 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	(	CTA :	INTE	RSECTIO	ON LEV	EL OF S	SERVICE A	MALYS	IS	10/7/92
INTERS				Fallo	Rd.	and	Dublin 8	Extn. PEAK H		
CONDI				Year 2	2010 W	ith Pro				FILE 133-10-M
=====				RIGHT	THRU	LEFT				
				100	332					^
				1	1	1				
		<u>^</u>		<	Į tr	>	^			NORTH
LEFT	105		1.0	1.0	3.0		1.1	60	RIGHT	STREET NAME:
THRU	2015	>	3.0	(NO.	OF LA	NES)	3.1<	302	THRU	Dublin Extn.
RIGHT	453		1.0	2.0		2.0	2.0	285	LEFT	SPLIT PHASE?
		V		1		1	v			
				332 LEFT	595 THRU	408 RIGHT				

SPLIT PHASE? N

			8 PHASE SIG	NAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	408 595 332	251 * 595 332	3000 4950 3000	0.0837 0.1202 0.1107	0.1107			
SB	RIGHT (R) THRU (T) LEFT (L)	100 332 53	0 * 332 53	1650 4950 3000	0.0000 0.0671 0.0177	0.0671			
EB	RIGHT (R) THRU (T) LEFT (L)	453 2015 105	270 * 2015 105	1650 4950 1650	0.1636 0.4071 0.0636	0.4071			
WB	RIGHT (R) THRU (T) LEFT (L) T + R	60 302 285	60 302 285 362	1650 4950 3000 4950	0.0364 0.0610 0.0950 0.0731	0.0950			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.68 INTERSECTION LEVEL OF SERVICE: B								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

STREET NAME: Fallon Rd.

10/7/92

	STREET NAME: Tassajara Rd. SPLIT PHASE? N										
	8 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	504 572 212	223 * 572 212	3000 4950 3000	0.0743 0.1156 0.0707	0.0707					
SB	RIGHT (R) THRU (T) LEFT (L)	952 1541 77	788 * 1541 77	3000 6600 3000	0.2627 0.2335 0.0257	0.2627					
ЕВ	RIGHT (R) THRU (T) LEFT (L)	189 514 164	72 * 514 164	1650 4950 3000	0.0436 0.1038 0.0547	0.0547					
WB	RIGHT (R) THRU (T) LEFT (L)	22 3254 511	0 ± 3254 511	1650 6600 3000	0.0000 0.4930 0.1703	0.4930					
	TOTAL VOI	UME-TO-CAPA	ACITY RATIO:			0,88					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2384
COUNT DATE/TIME:

M Year 2010 With Project - PEAK HOUR:
CONDITION: AM Year 2010 With Project - Mitigated FILE 133-10-M

RIGHT THRU LEFT
1079 1586 149

COUNT 168 - 2.0 2.5 4.0 2.0 1.0 - 40 RIGHT

THRU 465 --> 4.0 (NO. OF LANES) 4.0<--- 3248 THRU Dublin Extn.

RIGHT 201 -- 2.5 2.0 3.0 2.5 2.0 - 449 LEFT SPLIT PHASE?

N 312 547 468

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NAME: Tassajara Rd. SPLIT PHASE? N									
-	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	468 547 312	19 * 547 312	3000 4950 3000	0.0063 0.1105 0.1040	0.1040				
SB	RIGHT (R) THRU (T) LEFT (L)	1079 1586 149	911 * 1586 149	3000 6600 3000	0.3037 0.2403 0.0497	0.3037				
EB	RIGHT (R) THRU (T) LEFT (L)	201 465 168	0 * 465 168	3000 6600 3000	0.0000 0.0705 0.0560	0.0560				
WB	RIGHT (R) THRU (T) LEFT (L)	40 3248 449	0 * 3248 449	1650 6600 3000	0.0000 0.4921 0.1497	0.4921				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.96 INTERSECTION LEVEL OF SERVICE: F									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Year 2010 No Project - Mitigated FILE 133-1N-NORTH  $\frac{1}{2.5}$   $\frac{1}{4.0}$   $\frac{1}{2.0}$ STREET NAME: Dublin Extn. THRU 1918 ---> 3.0 (NO. OF LANES) 4.0<---559 THRU 1.0 2.0 3.0 2.0 -440 LEFT SPLIT PHASE? 427 1078 964 LEFT THRU RIGHT

	SIREEL NA	ME: lass	ajara ko.	SPL	IT PHASE?	N
			8 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	964 1078 427	722 <b>*</b> 1078 427	3000 4950 3000	0.2407 0.2178 0.1423	0.2407
SB	RIGHT (R) THRU (T) LEFT (L)	308 505 65	0 * 505 65	3000 6600 3000	0.0000 0.0765 0.0217	0.0217
ЕВ	RIGHT (R) THRU (T) LEFT (L)	343 1918 1250	108 * 1918 1250	1650 4950 3000	0.0655 0.3875 0.4167	0.3875
WB	RIGHT (R) THRU (T) LEFT (L)	26 559 440	0 * 559 440	1650 6600 3000	0.0000 0.0847 0.1467	0.1467
		UME-TO-CAPA	ACITY RATIO			0.80 C
4	AD TICTED DOS	DICUM WINE	1 011 000			

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN PEAK HOUR: CONDITION: PM Year 2010 With Project - Mitigated: FILE 133-10-M RIGHT THRU LEFT 327 594 136 NORTH

LEFT 1298 -- 2.0 2.5 4.0 2.0 1.0 -- 38 RIGHT
THRU 1811 -> 4.0 (NO. OF LANES) 4.0 <- 549 THRU Dublin Extn.

RIGHT 362 -- 2.5 2.0 3.0 2.5 2.0 -- 397 LEFT SPLIT PHASE?

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

HRU 1811 ---> 4.0 (NO. OF LANES) 4.0<--- 549 THRU Dublin Extra IGHT 362 --- 2.5 2.0 3.0 2.5 2.0 --- 397 LEFT SPLIT PHASE? N STREET NAME: Tassajara Rd. SPLIT PHASE? N 8 PHASE SIGNAL

	8 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	894 1245 386	497 * 1245 386	3000 4950 3000	0.1657 0.2515 0.1287	0.2515					
SB	RIGHT (R) THRU (T) LEFT (L)	327 594 136	0 * 594 136	3000 6600 3000	0.0000 0.0900 0.0453	0.0453					
EB	RIGHT (R) THRU (T) LEFT (L)	362 1811 1298	0 * 1811 1298	3000 6600 3000	0.0000 0.2744 0.4327	0.4327	- diap-rags				
WB	RIGHT (R) THRU (T) LEFT (L)	38 549 397	0 * 549 397	1650 6600 3000	0.0000 0.0832 0.1323	0.0832					
	TOTAL VOLUME-TO-CAPACITY RATIO: .0.81 INTERSECTION LEVEL OF SERVICE:										

\* ADJUSTED FOR RIGHT TURN ON RED

	DATE/TIME:			Dublin Extn. PEAK H ect - Mitigate	OUR:	FILE 133-1N-M
	^	RIGHT THRU 142 341	LEFT 57	^		, NORTH
LEFT				1.0 92 4.0< 3601		STREET NAME: Dublin Extn.
RIGHT	330 — 2.5	2.0 2.0 <	1.9   	2.0 — 1127 v	LEFT	SPLIT PHASE? N

	STREET NA	ME: Haci	enda Dr.	SPL	IT PHASE?	N					
			8 PHASE SI	GNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L)	494 92 553	494 92 553	1650 3300 3000	0.2994 0.0279 0.1843	0.1843					
SB	RIGHT (R) THRU (T) LEFT (L)	142 341 57	91 * 341 57	1650 3300 1650	0.0552 0.1033 0.0345	0.1033					
EB	RIGHT (R) THRU (T) LEFT (L)	330 488 51	0 * 488 51	3000 4950 1650	0.0000 0.0986 0.0309	0.0309					
WB	RIGHT (R) THRU (T) LEFT (L)	92 3601 1127	35 * 3601 1127	1650 6600 3000	0.0212 0.5456 0.3757	0.5456					
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.86 INTERSECTION LEVEL OF SERVICE: D										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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	CCTA I	INTERSECTI	ON LEVI	EL OF	SERVICE A	ANALYS	IS	10/7/92		
INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR:										
CONDIT	ION	AM Year	2010 W	ith Pro	oject - 1	Mitiga	ced	FILE 133-10-M		
		RIGHT						^		
	^			-	^			NORTH		
LEFT	48	1.0 1.0	2.0	1.0	1.0	86	RIGHT	STREET NAME:		
THRU	469>	3.0 (NO.	OF LAI	NES)	4.0<	3582	THRU	Dublin Extn.		
RIGHT	341     	2.5 2.0 <	110	1.9 > 459 RIGHT	2.0 V	1152	LEFT	SPLIT PHASE?		

	STREET NA	ME: Hacie	enda Dr.	SPL	IT PHASE?	N
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	<b>459</b> 110 562	459 110 562	1650 3300 3000	0.2782 0.0333 0.1873	0.1873
SB	RIGHT (R) THRU (T) LEFT (L)	144 346 57	96 * 346 57	1650 3300 1650	0.0582 0.1048 0.0345	0.1048
EB	RIGHT (R) THRU (T) LEFT (L)	341 469 48	0 * 469 48	3000 4950 1650	0.0000 0.0947 0.0291	0.0291
WB	RIGHT (R) THRU (T) LEFT (L)	86 3582 1152	29 * 3582 1152	1650 6600 3000	0.0176 0.5427 0.3840	0.5427
		UME-TO-CAP	ACITY RATIO: OF SERVICE:			0.86 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

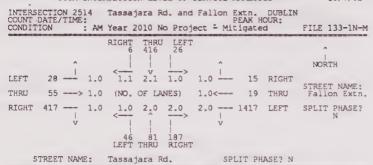
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:		Dublin Extn. DUBLIN PEAK HOUR: ect - Mitigated	FTTF 133-1N-M
CONDITION : PM	Teat 2010 NO FLOJE	cc - Militared	1100 100 100
	RIGHT THRU LEFT 72 185 84		^
^		^	NORTH
LEFT 147 1.0	1.0 2.0 1.0	1.0 87 RIGHT	STREET NAME:
THRU 1691> 3.0	(NO. OF LANES)	4.0< 843 THRU	Dublin Extn.
RIGHT 581 2.5	2.0 2.0 1.9 <	2.0 — 498 LEFT V	SPLIT PHASE? N
STREET NAME:		SPLIT PHASE? N	

	STREET N	NAME: Haci	enda Dr.	257	SPLIT PHASE! N					
			8 PHASE S	IGNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	1725 297 644	1725 297 644	1650 3300 3000	1.0455 0.0900 0.2147	** 0.2147				
SB	RIGHT (R) THRU (T) LEFT (L)	72 185 84	0 * 185 84	1650 3300 1650	0.0000 0.0561 0.0509	0.0561				
EB	RIGHT (R) THRU (T) LEFT (L)	581 1691 147	0 * 1691 147	3000 4950 1650	0.0000 0.3416 0.0891	0.3416				
WB	RIGHT (R) THRU (T) LEFT (L)	87 843 498	3 * 843 498	1650 6600 3000	0.0018 0.1277 0.1660	0,1660				
223		DLUME-TO-CAP				0.78 C				

CCIA INIE	RSECTION LEVEL OF S	SERVICE ANALISIS	10/1/92
INTERSECTION 2385 COUNT DATE/TIME:	Hacienda Dr. and	Dublin Extn. DUBLIN PEAK HOUR:	
	Year 2010 With Pro	oject - Mitigated	FILE 133-10-M
	RIGHT THRU LEFT		^
^		^	NORTH
LEFT 137 1.0	1.0 2.0 1.0	1.0 95 RIGHT	COOPER MANAG
THRU 1580> 3.0	(NO. OF LANES)	4.0< 809 THRU	STREET NAME: Dublin Extn.
RIGHT 559 2.5	2.0 2.0 1.9	2.0 511 LEFT	SPLIT PHASE?
V		Ÿ	•
	649 309 1780 LEFT THRU RIGHT		
STREET NAME:	Hacienda Dr.	SPLIT PHASE? N	

***	SIKEEI W	TE: NACIO	enda DI.	SPLII PRASE! N				
			8 PHASE SIG	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	1780 309 649	1780 309 649	1650 3300 3000	1.0788 0.0936 0.2163	0.2163		
SB	RIGHT (R) THRU (T) LEFT (L)	73 182 85	0 * 182 85	1650 3300 1650	0.0000 0.0552 0.0515	0.0552		
EB	RIGHT (R) THRU (T) LEFT (L)	559 1580 137	0 * 1580 137	3000 4950 1650	0.0000 0.3192 0.0830	0.3192		
WB	RIGHT (R) THRU (T) LEFT (L)	95 809 511	10 * 809 511	1650 6600 3000	0.0061 0.1226 0.1703	0.1703		
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.76 C		



	8 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C						
NB	RIGHT (R) THRU (T) LEFT (L)	187 81 46	0 * 81 46	3000 3300 1650	0.0000 0.0245 0.0279	0.0279						
SB	RIGHT (R) THRU (T) LEFT (L) T + R	6 416 26	6 416 26 422	1650 3300 1650 3300	0.0036 0.1261 0.0158 0.1279	0.1279						
EB	RIGHT (R) THRU (T) LEFT (L)	417 55 28	371 * 55 28	1650 1650 1650	0.2248 0.0333 0.0170	0.2248						
WB	RIGHT (R) THRU (T) LEFT (L)	15 19 1417	0 * 19 1417	1650 1650 3000	0.0000 0.0115 0.4723	0.4723						
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.85 INTERSECTION LEVEL OF SERVICE: D											

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSE COUNT D CONDITI

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(	CTA	IN	TEF	SECTI	ON L	EVEL	OF	SERVI	Œ	ANALYSIS		10/7/92
	N 25			Tassa	jara	Rd.	and	Fallo	on	Extn. DUBLIN PEAK HOUR:		
ION			ΑM	Year	2010	With	Pr	oject	*400		FILE	133-10-

			RIGHT 4	THRU 1407	LEFT 61					^
				-		^				NORTH
LEFT	30	1.0	1.1	3.1	1.0	1.0		30	RIGHT	STREET NAME:
THRU	54	> 1.0	(NO.	OF LA	NES)	1.0<-		18	THRU	Fallon Extn.
RIGHT	419	1.0	<	2,0	2.0	2.0 -		773	LEFT	SPLIT PHASE?
	٧		1	1		V	,			
			24 LEFT	199 THRU	177 RIGHT					

STREET NAME:	Tassajara	Rd.	SPLIT	PHASE?	N
--------------	-----------	-----	-------	--------	---

	8 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	177 199 24	0 * 199 24	3000 3300 1650	0.0000 0.0603 0.0145	0.0145			
SB	RIGHT (R) THRU (T) LEFT (L) T + R	1407 61	1407 61 1411	1650 4950 1650 4950	0.0024 0.2842 0.0370 0.2851	0.2851			
EB	RIGHT (R) THRU (T) LEFT (L)	419 54 30	395 * 54 30	1650 1650 1650	0.2394 0.0327 0.0182	0.2394			
WB	RIGHT (R) THRU (T) LEFT (L)	30 18 773	·0 * 18 773	1650 1650 3000	0.0000 0.0109 0.2577	0.2577			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.80 INTERSECTION LEVEL OF SERVICE: C								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:	7	Fallon Extn. DUBLIN PEAK HOUR:	
CONDITION : PM	Year 2010 No Proje	ect - Mitigated	FILE 133-1N-M
	RIGHT THRU LEFT 28 176 22		•
^		A	NORTH
LEFT 3 - 1.0	1.1 2.1 1.0	1.0 50 RIGHT	STREET NAME:
THRU 34> 1.0	(NO. OF LANES)	1.0< 74 THRU	Fallon Extn.
RIGHT 128 1.0	1.0 2.0 <u>2.0</u>	2.0 511 LEFT	SPLIT PHASE? N
	368 351 1427 LEFT THRU RIGHT	CDLTM DUACES N	

	STREET NA	ME: Tassa	ajara Rd.	a Rd. SPLIT PHASE? N			
===			8 PHASE SIG	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	1427 351 368	1146 * 351 368	3000 3300 1650	0.3820 0.1064 0.2230	0.3820	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	28 176 22	28 176 22 204	1650 3300 1650 3300	0.0170 0.0533 0.0133 0.0618	0.0133	
EB	RIGHT (R) THRU (T) LEFT (L)	128 34 3	0 * 34 3	1650 1650 1650	0.0000 0.0206 0.0018	0.0206	
WB	RIGHT (R) THRU (T) LEFT (L)	50 74 511	28 * 74 511	1650 1650 3000	0.0170 0.0448 0.1703	. 0.1703	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.59 A	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

## CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN

10/7/92

COUNT	DATE/TIME			•		E	EAK H	OUR:	
CONDIT	ION	: PM	Year 2	2010 W	ith Pro	oject - N	litiga	ted	FILE 133-10-M
		agai 110. mar vigt. y	RIGHT 27	THRU 395	26	^			NORTH
LEFT	8	1.0	1.1	3.1	1.0	1.0	107	RIGHT	GMD056 11116
THRU	36>	1.0	(NO.	OF LA	NES)	1.0<	79	THRU	STREET NAME: Fallon Extn.
RIGHT	121 V	1.0	386	2,0   	2.0 > 1 858 RIGHT	2.0 V	483	LEFT	SPLIT PHASE? N

	LEFT THRU RIGHT									
	STREET N	AME: Tassa	jara Rd.	SPL	IT PHASE?	N				
	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	858 1110 386	592 * 1110 386	3000 3300 1650	0.1973 0.3364 0.2339	0.3364				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	27 395 26	27 395 26 422	1650 4950 1650 4950	0.0164 0.0798 0.0158 0.0853	0.0158				
EB	RIGHT (R) THRU (T) LEFT (L)	121 36 8	0 * 36 8	1650 1650 1650	0.0000 0.0218 0.0048	0.0218				
WB	RIGHT (R) THRU (T) LEFT (L)	107 79 483	81 * 79 483	1650 1650 3000	0.0491 0.0479 0.1610	0.1610				
	TOTAL VOI	LUME-TO-CAPA FION LEVEL C	CITY RATIO: OF SERVICE:		*********	0.54 A				

\* ADJUSTED FOR RIGHT TURN ON RED

	DATE/TIME:		and Diablo Rd. PEAK Project - Mitiga	
	^	RIGHT THRU L	EFT O	, I NORTH
LEFT		(NO. OF LANES	) 1.0< 630	RIGHT STREET NAME:
RIGHT	257 — 1.0	< 1.0 0.0 1.	0 1.0 138 V	LEFT SPLIT PHASE?
		737 0 22 LEFT THRU RI	6 GHT	

	STREET NA	ME: Camir	no Tass.	SPL	IT PHASE?	N			
3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) LEFT (L)	226 737	88 * 737	1720 1720	0.0512 0.4285	0.4285			
EB	RIGHT (R) THRU (T)	257 253	253 *	1720 1720	0.0000 0.1471				
WB	THRU (T) LEFT (L)	630 138	630 138	1720 1720	0.3663 0.0802	0.3663			
		UME-TO-CAPA	ACITY RATIO	:		0.79 C			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

	STREET NA	ME: Camir	no Tass.	SPL	T PHASE?	N		
			5 PHASE SIG	NAL				
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
SB	RIGHT (R) LEFT (L) T + R + L	9 <b>6</b> 305	96 305 401	1650 3000 3000	0.0582 0.1017 0.1337	0.1337		
EB	THRU (T) LEFT (L)	402 42	402 42	3300 1650	0.1218	0.0255		
WB	RIGHT (R) THRU (T) LEFT (L)	527 2200 0	359 * 2200 ·	1650 3300 1650	0.2176 0.6667 0.0000	0.6667		
	TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:							

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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INTERSECTION 505 COUNT DATE/TIME:	Camino Tass. and	Diablo Rd. DANVII PEAK HOUR:	LE
CONDITION : PM	Buildout With Pro		FILE 133-BO-M
	RIGHT THRU LEFT		^
^	i i i	^	NORTH
LEFT 0 - 0.0	0.0 0.0 0.0	0.0 0 RIGHT	STREET NAME:
THRU 711> 1.0	(NO. OF LANES)	1.0< 468 THRU	Diablo Rd.
RIGHT 656 1.0	1.0 0.0 1.0 <	1.0 152 LEFT	SPLIT PHASE?
CORREDO MANO	a. 1 m	CDITTO DURGEO M	

	SIREEI NA	a.m. contra	io lass.	SELII FIMOL, N						
	3 PHASE SIGNAL									
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) LEFT (L)	85 302	302 *	1720 1720	0.0000 0.1756	0.1756				
EB	RIGHT (R) THRU (T)	656 711	354 * 711	1720 1720	0.2058 0.4134	0.4134				
WB	THRU (T) LEFT (L)	468 152	468 152	1720 1720	0.2721 0.0884	0.0884				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.68 INTERSECTION LEVEL OF SERVICE: B									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

0 0 0 LEFT THRU RIGHT

	STREET NA	ME: Cami	no Tass.	SPL	IT PHASE?	N				
	5 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L) T + R + L	81 511	81 511 592	1650 3000 3000	0.0491 0.1703 0.1973	0.1973				
EB	THRU (T) LEFT (L)	2019 75	2019 75	3300 1650	0.6118 0.0455	0.6118				
WB	RIGHT (R) THRU (T) LEFT (L)	196 1134 0	0 * 1134 0	1650 3300 1650	0.0000 0.3436 0.0000	0.0000				
	TOTAL VOL INTERSECT	UME-TO-CAPA	ACITY RATIO: OF SERVICE:	}		0.81 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project - Mitigated FII FILE 133-BO-M THRU LEFT

NORTH 0.0 0.0 0.0 0.0 0.0 0 RIGHT STREET NAME: Crow Canyon -> 3.1 (NO. OF LANES) 3.0<--- 2372 THRU THRU SPLIT PHASE? RIGHT 620 · 2.0 0.0 2.5 2.0 --- 1287 LEFT 284 0 199 LEFT THRU RIGHT

STREET	Alcosta		PHASE?	
		SIGNAL		

	3 PHASE SIGNAL										
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C											
NB	RIGHT (R) LEFT (L)	199 284	0 * 284	3127 3127	0.0000	0.0908					
EB	RIGHT (R) THRU (T) T + R	620 474	620 474 1094	1720 5160 5160	0.3605 0.0919 0.2120	0.3605					
WB	THRU (T) LEFT (L)	2372 1287	2372 1287	5160 3127	0.4597 0.4116	0.4116					

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

0.86

515 Camino Ramon and Crow Canyon SAN RAMON E: PEAK HOUR: : AM Buildout With Project - Mitigated FI FILE 133-BO-M THRU NORTH 1.1 2.1 2.0 1.0 LEFT STREET NAME: Crow Canyon THRU 1047 ---> 3.1 (NO. OF LANES) 3.1<--- 2082 THRU 2.0 2.1 1.1 2.0 --- 512 LEFT SPLIT PHASE? RIGHT 1557 --- 2.1

	STREET NA	Y									
	6 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + R	78 112 109	78 112 109 190	1650 3300 3000 3300	0.0473 0.0339 0.0363 0.0576	0.0576					
SB	RIGHT (R) THRU (T) LEFT (L) T + R	51 173 91	51 173 91 224	1650 3300 3000 3300	0.0309 0.0524 0.0303 0.0679	0.0679					
EB	RIGHT (R) THRU (T) LEFT (L) T + R	1557 1047 274	1497 * 1047 274 2544	3000 4950 1650 6300	0.4990 0.2115 0.1661 0.4038	0.4990					
WB	RIGHT (R) THRU (T) LEFT (L) T + R	205 2082 512	205 2082 512 2287	1650 4950 3000 4950	0.1242 0.4206 0.1707 0.4620	0.1707					
2.4.5						0.00					

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

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INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON COUNT DATE/TIME: PEAK HOUR: PEAK HOUR: FILE 133-BO-M PM Buildout With Project - Mitigated RIGHT THRU LEFT NORTH 0 RIGHT

0.0 0.0 0.0 0.0 0.0 STREET NAME: Crow Canyon THRU 2079 ---> 3.1 (NO. OF LANES) 3.0<--- 939 THRU SPLIT PHASE? 428 LEFT 428 0 1236 LEFT THRU RIGHT

	STREET NA	ME: Alco	sta Blvd.	SPLIT PHASE? N							
-	3 PHASE SIGNAL										
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) LEFT (L)	1236 428	808 * 428	3127 3127	0.2584	0.2584					
EB	RIGHT (R) THRU (T) T + R	385 2079	385 2079 2464	1720 5160 5160	0.2238 0.4029 0.4775	0.4775					
WB	THRU (T) LEFT (L)	939 428	939 428	5160 3127	0.1820 0.1369	0.1369					
-	TOTAL VOLUME-TO-CAPACITY RATIO: 0.87 INTERSECTION LEVEL OF SERVICE: D										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

515 Camino Ramon and Crow Canyon SAN RAMON
E: PM Buildout With Project - Mitigated FII FILE 133-BO-THRU LEFT NORTH 1.1 2.1 2.0 STREET NAME: Crow Canyon THRU 1636 ---> 3.1 (NO. OF LANES) 3.1<--- 1102 THRU 2.0 2.1 1.1 2.0 RIGHT 168 -- 216 LEFT SPLIT PHASE?

STREET NAME: Camino Ramon SPLIT PHASE? Y  6 PHASE SIGNAL										
NB	RIGHT (R) THRU (T) LEFT (L) T + R	495 278 741	495 278 741 773	1650 3300 3000 3300	0.3000 0.0842 0.2470 0.2342	0.3000				
SB	RIGHT (R) THRU (T) LEFT (L) T + R	226 156 347	226 156 347 382	1650 3300 3000 3300	0.1370 0.0473 0.1157 0.1158	0.1370				
EB	RIGHT (R) THRU (T) LEFT (L) T + R	168 1636 122	1636 122 1636	3000 4950 1650 6300	0.0000 0.3305 0.0739 0.2597	0.3305				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	241 1102 216	241 1102 216 1343	1650 4950 3000 4950	0.1461 0.2226 0.0720 0.2713	0.0720				
-		UME-TO-CAP	ACITY RATIO OF SERVICE:			0.84 D				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON PEAK HOUR: COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project - Mitigated FILE 133-BO-M									
LEFT 1041 - 2.0	RIGHT THRU LEFT 109 140 67 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	^	north						
	(NO. OF LANES) 3.0		STREET NAME: Bollinger Cyn						
RIGHT 712 — 1.0	2.0 1.0 2.0 2.0 <	) 534 LEFT	SPLIT PHASE? N						
STREET NAME: Camino Ramon SPLIT PHASE? Y									

orthograph of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the											
6 PHASE SIGNAL											
MOVEMENT ORIGINAL ADJUSTED V/C CRITICAL VOLUME VOLUME* CAPACITY RATIO V/C											
NB	RIGHT (R) THRU (T) LEFT (L)	92 66 127	0 * 66 127	3000 1650 3000	0.0000 0.0400 0.0423	0.0423					
SB	RIGHT (R) THRU (T) LEFT (L) T + L	109 140 67	0 * 140 67 207	3000 1650 3000 3000	0.0000 0.0848 0.0223 0.0690	0.0848					
EB	RIGHT (R) THRU (T) LEFT (L)	712 734 1041	642 * 734 1041	1650 4950 3000	0.3891 0.1483 0.3470	0.3470					
WB	RIGHT (R) THRU (T) LEFT (L)	409 2151 534	372 * 2151 534	1650 4950 3000	0.2255 0.4345 0.1780	0.4345					
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.91 INTERSECTION LEVEL OF SERVICE: E										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON PEAK HOUR:
COUNT DATE/TIME: AM Buildout With Project - Mitigated FILE 133-BO-M

RIGHT THRU LEFT 407 225 110 NORTH

LEFT 243 - 2.0 1.0 2.0 2.0 1.0 - 810 RIGHT

THRU 295 --> 3.0 (NO. OF LANES) 3.0<--- 1810 THRU BOllinger Cyn SAN RAMON PEAK HOUR:
STREET NAME:
BOLLINGER Cyn
NORTH

STREET NAME:
Bollinger Cyn
N

LEFT THRU 295 --- 124 LEFT SPLIT PHASE?
N

LEFT THRU RIGHT

STREET NAME: Alcosta Blvd. SPLIT PHASE? N

8 PHASE SIGNAL											
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C					
NB	RIGHT (R) THRU (T) LEFT (L) T + R	43 612 557	43 612 557 655	1650 3300 3000 3300	0.0261 0.1855 0.1857 0.1985	0.1857					
SB	RIGHT (R) THRU (T) LEFT (L)	407 225 110	273 * 225 110	1650 3300 3000	0.1655 0.0682 0.0367	0.1655					
EB	RIGHT (R) THRU (T) LEFT (L)	75 295 243	0 * 295 243	1650 4950 3000	0.0000 0.0596 0.0810	0.0810					
WB	RIGHT (R) THRU (T) LEFT (L)	810 1810 124	750 * 1810 124	1650 4950 1650	0.4545 0.3657 0.0752	0.4545					
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.89 INTERSECTION LEVEL OF SERVICE: D										

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR:								
	Buildout With Pro		FILE 133-BO-M					
	RIGHT THRU LEFT 887 128 613		î					
^		^	NORTH					
LEFT 115 - 2.0	2.5 1.1 2.1	1.0 118 RIGHT	STREET NAME:					
THRU 2106> 3.0	(NO. OF LANES)	3.0< 1482 THRU	Bollinger Cyn					
RIGHT 296 1.0	2.0 1.0 2.0 <	2.0 239 LEFT	SPLIT PHASE? N					
CTOCCT NAME:	Camina Ramon	CDITT DUNCES V						

			6 PHASE SIG	GNAL					
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	636 302 608	505 * 302 608	3000 1650 3000	0.1683 0.1830 0.2027	0.2027			
SB	RIGHT (R) THRU (T) LEFT (L) T + L	887 128 613	772 * 128 613 741	3000 1650 3000 3000	0.2573 0.0776 0.2043 0.2470	0.2573			
EB	RIGHT (R) THRU (T) LEFT (L)	296 2106 115	2106 115	1650 4950 3000	0.0000 0.4255 0.0383	0.4255			
WB	RIGHT (R) THRU (T) LEFT (L)	118 1482 239	0 * 1482 239	1650 4950 3000	0.0000 0.2994 0.0797	. 0.0797			
TOTAL VOLUME-TO-CAPACITY RATIO: 0.97 INTERSECTION LEVEL OF SERVICE: E									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

COUNT				ALCOST	a Bive	a. and	ROIT		r Cyn EAK H	SAN KA	MON
CONDIT	CION	/ I II-IE	: PM		out Wil	th Pro	ject			ed	FILE 133-80-M
				RIGHT 572	THRU 706	LEFT 711					^
		^		<	V	>		^			NORTH
LEFT	615		2.0		2.0		1.0		260	RIGHT	CTORED MAKE
THRU	1671	>	3.0	(NO.	OF LA	NES)	3.0	·	743	THRU	STREET NAME: Bollinger Cyr
RIGHT	483		1.0	< 2.0	2,1	1.1	1.0	 ! V	131	LEFT	SPLIT PHASE?
				184 LEFT	414 THRU	173 RIGHT					
		n	n .	7.7					T		

	DITTODI 10	WILL OF ALCOH	sca bivu.	35 1.	SELIT FINSE: N						
	8 PHASE SIGNAL										
	ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C										
NB	RIGHT (R) THRU (T) LEFT (L) T + R	173 414 184	173 414 184 587	1650 3300 3000 3300	0.1048 0.1255 0.0613 0.1779	0.1779					
SB	RIGHT (R) THRU (T) LEFT (L)	572 706 711	234 * 706 711	1650 3300 3000	0.1418 0.2139 0.2370	0.2370					
EB	RIGHT (R) THRU (T) LEFT (L)	483 1671 615	382 * 1671 615	1650 4950 3000	0.2315 0.3376 0.2050	0.3376					
WB	RIGHT (R) THRU (T) LEFT (L)	260 743 131	0 * 743 131	1650 4950 1650	0.0000 0.1501 0.0794	0.0794					
TOTAL VOLUME-TO-CAPACITY RATIO: 0.83 INTERSECTION LEVEL OF SERVICE: D											

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

			RIGHT 413	THRU 908	LEFT 95					^
	^					1				NORTH
LEFT	212	1.0	1.0	3.0	1.0	1.0 -		308	RIGHT	CERTIFIED AVAILABLE
THRU	362>	3.0	(NO.	OF LA	NES)	2.0<-		1264	THRU	STREET NAME: Camino Tass.
RIGHT	600 <del></del>	2.5	< 2.0	2.0	2.5	2.0 -	1	1330	LEFT	SPLIT PHASE?
			518 LEFT	424 THRU	373 RIGHT					

STREET	NAME:	Blackhawk	Rd_	SPLIT	PHASE?	N
		D. T. CO. CO. L. L. C.	1 1101 0	0.5 17 7	* *** *** *	6.4

DOM:						
			8 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	373 424 518	0 * 424 518	3000 3300 3000	0.0000 0.1285 0.1727	0.1727
SB	RIGHT (R) THRU (T) LEFT (L)	413 908 95	201 * 908 95	1650 4950 1650	0.1218 0.1834 0.0576	0.1834
EB	RIGHT (R) THRU (T) LEFT (L)	600 362 212	82 * 362 212	3000 4950 1650	0.0273 0.0731 0.1285	0.0731
WB	RIGHT (R) THRU (T) LEFT (L)	308 1264 1330	213 * 1264 1330	1650 3300 3000	0.1291 0.3830 0.4433	0.4433
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.87 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 945 I-680 NB On and Sycamore V11y DANVILLE COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project - Mitigated FI FILE 133-BO-M

				RIGHT	THRU	LEFT				^
		^		1	1	1	^			NORTH
LEFT	127		2.0	0.0	0.0	0.0	1.0	1468	RIGHT	STREET NAME:
THRU	652	>	3.1	(NO.	OF LAI	VES)	2.0<	1194	THRU	Sycamore Vlly
RIGHT	217	<del></del>	1.1	< 1.0	2,0	1.0	1.0	114	LEFT	SPLIT PHASE?
		٧		257	471	56	٧			
				LEFT	THRU	RIGHT				

	LEFT THRU RIGHT	
STREET NAME:	I-680 NB On	SPLIT PHASE? N

-			5 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	56 471 257	0 * 471 257	1650 3300 1650	0.0000 0.1427 0.1558	0.1558
ЕВ	RIGHT (R) THRU (T) LEFT (L) T + R	217 652 127	217 652 127 869	1650 4950 3000 4950	0.1315 0.1317 0.0423 0.1756	0.0423
WB	RIGHT (R) THRU (T) LEFT (L)	1468 1194 114	768 *\$ 1194 114	1650 3300 1650	0.4655 0.3618 0.0691	0.4655

0.66

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project - Mitigated F1 FILE 133-BO-M NORTH 1.0 -- 209 RIGHT 1.0 1.0 3.0 1.0 342 ---STREET NAME: Camino Tass. (NO. OF LANES) 2.0<--- 583 THRU 2.5 2.0 2.0 2.5 2.0 -610 LEFT SPLIT PHASE? LEFT THRU

-	STREET NA	ME: Black	chawk Rd.	SPL	IT PHASE?	N
			8 PHASE SIG	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	1082 772 731	472 * 772 731	3000 3300 3000	0.1573 0.2339 0.2437	0.2339
SB	RIGHT (R) THRU (T) LEFT (L)	238 540 253	0 * 540 253	1650 4950 1650	0.0000 0.1091 0.1533	0.1533
EB	RIGHT (R) THRU (T) LEFT (L)	499 1471 342	0 * 1471 342	3000 4950 1650	0.0000 0.2972 0.2073	0.2972
WB	RIGHT (R) THRU (T) LEFT (L)	209 583 610	0 * 583 610	1650 3300 3000	0.0000 0.1767 0.2033	0.2033
		UME-TO-CAPI	ACITY RATIO: OF SERVICE:			0.89 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 945 I-680 NB On and Sycamore Vlly DANVILLE COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project - Mitigated F: FILE 133-BO-M THRU LEFT NORTH (0.0 0.0 0.0 1.0 --- 752 RIGHT 362 ---STREET NAME: Sycamore Vlly THRU 2429 ---> 3.1 (NO. OF LANES) 2.0<--- 761 THRU 1.0 2.0 1.0 1.0 --- 109 LEFT SPLIT PHASE? 171 278 LEFT THRU

_	STREET N	STREET NAME: I-680 NB On			IT PHASE?	N
			5 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	204 278 171	95 * 278 171	1650 3300 1650	0.0576 0.0842 0.1036	0.1036
EB	RIGHT (R) THRU (T) LEFT (L) T + R	634 2429 362	634 2429 362 3063	1650 4950 3000 4950	0.3842 0.4907 0.1207 0.6188	0.6188
WB	RIGHT (R) THRU (T) LEFT (L)	752 761 109	52 *\$ 761 109	1650 3300 1650	0.0315 0.2306 0.0661	0.0661
	TOTAL VOI	UME-TO-CAPA	CITY RATIO: OF SERVICE:			0.79 C

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project - Mitigated FII FILE 133-BO-M RIGHT THRU LEFT NORTH 0 - 0.0 0.0 0.0 0.0 2.9 - 453 RIGHT LEFT STREET NAME: Bollinger Cyn THRU 2506 ---> 3.0 (NO. OF LANES) 3.0<--- 931 THRU RIGHT 493 — 1.9 1.0 0.0 1.0 0.0 — 0 LEFT SPLIT PHASE? 234 0 2049 LEFT THRU RIGHT T-680 NR OFF CDITT DUNCES N

-	SIREEI NA	4.10° 1 - 001	ND OLL	321.	II PHASE:	14
			2 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	2049 234	849 *\$ 234	1800 1800	0.4717 0.1300	0.4717
EB	RIGHT (R) THRU (T)	493 2506	493 2506	1800 5400	0.2739 0.4641	0.4641
WB	RIGHT (R) THRU (T)	453 931	453 931	3273 5400	0.1384 0.1724	
		LUME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.94 E

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME - Dougherty Rd SPLIT PHASE? N

10/29/92

	ECTION 1369 DATE/TIME: ION: AM	, ,	Crow Canyon SAN R PEAK HOUR: ject - Mitigated	
LEFT	0 - 0 0	RIGHT THRU LEFT 0 0 0 0	^	NORTH
THRU	355> 3.1			STREET NAME: Crow Canyon
RIGHT	179 1.1 v	2.0 0.0 2.5 <	v	SPLIT PHASE? N

	JIREEI N	Till. Dougi	iercy io.	J. L.	II FILMEL	14
			3 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	905 377	377 *	3127 3127	0.0000	0.1206
EB	RIGHT (R) THRU (T) T + R	179 355	179 355 534	1720 · 5160 5160	0.1041 0.0688 0.1035	
WB	THRU (T) LEFT (L)	2032 1200	2032 1200	3440 3127	0.5907 0.3838	0.5907
	TOTAL VOI	0.71 C				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 953 I-COUNT DATE/TIME:	Bollinger Cyn SAN R PEAK HOUR:	AMON	
	ildout With Proj		FILE 133-BO-M
RIC	GHT THRU LEFT		^
^		^	NORTH
LEFT 0 0.0	0.0 0.0 0.0	2.9 1599 RIGHT	STREET NAME:
THRU 1348> 3.0 (	NO. OF LANES)	3.0< 3413 THRU	Bollinger Cyn
	1.0 0.0 1.0	0.0 0 LEFT	SPLIT PHASE?
٧		٧	
	358 0 821 EFT THRU RIGHT		
CORRES WAR	600 ND 055	COLTM DUREDO N	

	STREET NA	ME: 1-68	O NB OLL	SPLIT PHASE? N		
			2 PHASE SIG	GNAL		
	MOVEMENT	CRIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) LEFT (L)	821 358	0 *\$ 358	1800 1800	0.0000 0.1989	0.1989
ЕВ	RIGHT (R) THRU (T)	160 1348	160 1348	1800 5400	0.0889	
WB	RIGHT (R) THRU (T)	1599 3413	1599 3413	3273 5400	0.4885 0.6320	0.6320
			ACITY RATIO: OF SERVICE:			0.83 D

\* ADJUSTED FOR RIGHT TURN ON RED S SPECIAL ADJUSTMENT APPLIED Developed by TURM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1369 COUNT DATE/TIME:			Doughe	Dougherty Rd. and Crow Canyon SAN RAMON PEAK HOUR:							
CONDI				Buildo	out Wi	th Pro	ject				FILE 133-BO-M
				RIGHT 0	THRU 0	LEFT 0					^
		î			V	>		^			NORTH
LEFT	0		0.0			0.0	0.0		0	RIGHT	STREET NAME:
THRU	1876	>	3.1	(NO.	OF LA	NES)	2.0	<	803	THRU	Crow Canyon
RIGHT	308	1	1.1	< 2.0	0.0	2.5	2.0	1	955	LEFT	SPLIT PHASE?
		٧		191 LEFT		1166 RIGHT		V			
STREET NAME: Dougherty Rd.					SPL	IT PH	ASE? N				

-							
			3 PHASE SIC	NAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) LEFT (L)	1166 191	211 * 191	3127 3127	0.0675 0.0611	0.0675	
EB	RIGHT (R) THRU (T) T + R	308 1876	308 1876 2184	1720 5160 5160	0.1791 0.3636 0.4233	0.4233	
WB	THRU (T) LEFT (L)	803 955	803 955	3440 3127	0.2334 0.3054	0.3054	
	TOTAL VOL		ACITY RATIO: OF SERVICE:			0.80 C	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

10/29/92

885 Sunset Dr. and Bollinger Cyn SAN RAMON
: PEAK HOUR:
: AM Buildout With Project - Mitigated FI FILE 133-BO-M THRU NORTH <1.9 1.1 1.1 1.0 LEFT 1627 --- 2.0 STREET NAME: Bollinger Cyn THRU 2939 ---> 3.0 (NO. OF LANES) 4.0<--- 1443 THRU 2.0 1.1 1.1 - 1.0 1.0 -384 LEFT SPLIT PHASE? LEFT THRU RIGHT STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	17 14 33	17 14 33 31	1650 1650 3000 1650	0.0103 0.0085 0.0110 0.0188	0.0188		
SB	RIGHT (R) THRU (T) LEFT (L) T + L	26 15 21	26 15 21 36	1650 1650 1650 1650	0.0158 0.0091 0.0127 0.0218	0.0218		
EB	RIGHT (R) THRU (T) LEFT (L)	976 2939 1627	958 * 2939 1627	1650 4950 3000	0.5806 0.5937 0.5423	0.5937		
WB	RIGHT (R) THRU (T) LEFT (L)	95 1443 384	74 * 1443 384	1650 6600 1650	0.0448 0.2186 0.2327	0.2327		
	TOTAL VOL		ACITY RATIO			0.87 D		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
COUNT DATE/TIME: PEAK HOUR:
CONDITION: AM Buildout With Project - Mitigated FILE 133-BO-M
RIGHT THRU LEFT

	Airway				PHASE?	
 	 			* * * * * * *	1 TO 8 9 14 A 3	
	A	DURCE	CTCNAT			

-	4 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) LEFT (L)	678 710	157 * 710	3000 3000	0.0523 0.2367	0.2367		
EB	RIGHT (R) THRU (T)	720 1113	330 * 1113	3000 · 4950	0.1100 0.2248	0.2248		
WB	THRU (T) LEFT (L)	1017 948	1017 948	4950 3000	0.2055 0.3160	0.3160		

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 1385 COUNT DATE/TIME:		Bollinger Cyn SAN RA PEAK HOUR:	
CONDITION : PM	Buildout With Pro	oject - Mitigated	FILE 133-BO-M
	RIGHT THRU LEFT		^
^		^	NORTH
LEFT 317 2.0	1.9 1.1 1.1	1.0 95 RIGHT	STREET NAME:
THRU 1738> 3.0	(NO. OF LANES)	4.0< 3242 THRU	Bollinger Cy
RIGHT 45 — 1.0	<pre>2.0 1.1 1.1 </pre>	1.0 76 LEFT	SPLIT PHASE?
	825 11 173 LEFT THRU RIGHT	:	
STREET NAME:	Sunset Dr.	SPLIT PHASE? Y	

STREET NAME: SUNS			er Dr.	367	II PRASE: I			
	6 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L) T + R	173 11 825	173 11 825 184	1650 1650 3000 1650	0.1048 0.0067 0.2750 0.1115	0.2750		
SB	RIGHT (R) THRU (T) LEFT (L) T + L	1322 5 33	1322 5 33 38	1650 1650 1650 1650	0.8012 0.0030 0.0200 0.0230	0.0230		
EB	RIGHT (R) THRU (T) LEFT (L)	45 1738 317	0 * 1738 317	1650 · 4950 3000	0.0000 0.3511 0.1057	0.1057		
WB	RIGHT (R) THRU (T) LEFT (L)	95 3242 76	62 <b>*</b> 3242 76	1650 6600 1650	0.0376 0.4912 0.0461	. 0.4912		
	TOTAL VOL	UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.89 D		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
COUNT DATE/TIME: PEAK HOUR:
CONDITION: PM Buildout With Project - Mitigated FII FILE 133-BO-M THRU LEFT RIGHT NORTH 0.0 0.0 0.0 0.0 0.0 0 RIGHT STREET NAME: Dublin Extn. THRU 1879 ---> 3.0 (NO. OF LANES) 3.0<--- 666 THRU RIGHT 430 --- 2.0 2.0 0.0 2.0 2.0 -702 LEFT SPLIT PHASE? 816 0 957 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

-	STREET NA	ME: Airwa	ay Blvd.	SPL	IT PHASE?	N		
	4 PHASE SIGNAL							
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	iottoterak.	
NB	RIGHT (R) LEFT (L)	957 816	571 * 816	3000 3000	0.1903 0.2720	0.2720		
EB	RIGHT (R) THRU (T)	430 1879	0 * 1879	3000 4950	0.0000 0.3796	0.3796		
WB	THRU (T) LEFT (L)	666 702	666 702	4950 3000	0.1345 0.2340	0.2340		
	TOTAL VOI INTERSECT	UME-TO-CAPA	CITY RATIO: OF SERVICE:			0.89		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2253 COUNT DATE/TIME: CONDITION: AM	Village Pkwy. and Buildout With Pro	I-680 NB Off DUBLIN PEAK HOUR: ject - Mitigated	FILE 133-BO-M
_	RIGHT THRU LEFT 224 450 0		, , , , , , , , , , , , , , , , , , ,
LEFT 1413 — 2.1		0.0 - 0 RIGHT	NORTH STREET NAME:
THRU 0> 0.0	(NO. OF LANES)	0.0< 0 THRU	I-680 NB Off
RIGHT 203 — 1.1	1.0 1.0 0.0 <>         3 30 0 LEFT THRU RIGHT	0.0 0 LEFT	SPLIT PHASE? N
STREET NAME:	Village Pkwv.	SPLIT PHASE? N	

	211/221 100	R.T. ATTIC	ige rawy.	JFL.	II FILADE:	14			
	4 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	THRU (T) LEFT (L)	30 3	30 3	1650 1650	0.0182 0.0018	0.0018			
SB	RIGHT (R) THRU (T)	224 450	450 *	1650 1650	0.0000	0.2727			
EB	RIGHT (R) LEFT (L) T + R + L	203 1413	203 1413 1616	1650 3000 3000	0.1230 0.4710 0.5387	0.5387			

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

0.81

10/29/92

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project - Mitigated FILE 133-BO-M FILE 133-BO-M RIGHT THRU LEFT NORTH 2.0 1.0 3.0 0.0 0.0 0 RIGHT STREET NAME: Old Ranch Rd. 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU RIGHT 319 --- 1.0 1.0 3.0 0.0 0.0 ---SPLIT PHASE? 0 LEFT 287 1004 0 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	2 PHASE SIGNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	1004 287	1004 287	5400 1800	0.1859 0.1594	0.1594	
SB	RIGHT (R) THRU (T)	248 2483	121 * 2483	1800 5400	0.0672 0.4598	0.4598	
EB	RIGHT (R) LEFT (L)	319 231	32 * 231	1800 3273	0.0178	0.0706	

SPLIT PHASE? N

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

STREET NAME: Dougherty Rd.

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:	Village Pkwy. and Buildout With Pro	I-680 NB Off DUBLIN PEAK HOUR: ject - Mitigated	FILE 133-BO-M
^	RIGHT THRU LEFT	^	NORTH
	1.0 1.0 0.0 (NO. OF LANES)		STREET NAME: I-680 NB Off
RIGHT 145 1.1	1.0 1.0 0.0 <	v	SPLIT PHASE?
STREET NAME:	Willage Dkwy	א כמידד מאמני או	

			4 PHASE SIG	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	209 52	209 52	1650 1650	0.1267 0.0315	0.0315
SB	RIGHT (R) THRU (T)	452 312	312	1650 1650	0.0000 0.1891	0.1891
EB	RIGHT (R) LEFT (L) T + R + L	145 1787	145 1787 1932	1650 3000 3000	0.0879 0.5957 0.6440	0.6440
			ACITY RATIO	:		0.86 D

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project - Mitigated FILE 133-BO-N FILE 133-BO-M RIGHT THRU LEFT NORTH 1.0 3.0 0.0 0.0 ---0 RIGHT STREET NAME: Old Ranch Rd. 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU RIGHT 409 --- 1.0 1.0 3.0 0.0 0.0 SPLIT PHASE? 0 LEFT 349 2457 0 LEFT THRU RIGHT

SPLIT PHASE? N

			2 PHASE SIG	INAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	2457 349	2457 349	5400 1800	0.4550 0.1939	0.4550
SB	RIGHT (R) THRU (T)	244 1218	89 * 1218	1800 5400	0.0494 0.2256	
EB	RIGHT (R) LEFT (L)	409 282	.60 * 282	1800 3273	0.0333 0.0862	0.0862

STREET NAME: Dougherty Rd.

\* ADJUSTED FOR RIGHT TURN ON RED

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

0.83

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project - Mitigated FILE 133-80-M NORTH 1.0 3.0 0.0 0.0 1 1.0 0 RIGHT STREET NAME: Amador Valle 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU SPLIT PHASE? 0.0 RIGHT 450 -2.5 2.0 3.0 0.0 0 LEFT 679 2963 0 LEFT THRU RIGHT

	STREET NA		nerty Rd.	SPL	IT PHASE?	N	
	A MATERIAL CONTRACTOR OF MATERIAL CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR		4 PHASE SIG	SNAL			
	MOVEMENT	CRIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	THRU (T) LEFT (L)	2963 679	2963 679	4950 3000	0.5986 0.2263	0.5986	
SB	RIGHT (R) THRU (T)	203 1441	0 *	1650 4950	0.0000 0.2911		
EB	RIGHT (R) LEFT (L)	450 388	388	3000 1650	0.0000 0.2352	0.2352	

\* ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	DATE/TIME			ject - Mit	AK B	OUR:	FILE 133-80-M
LEFT	169>	292 29 <del> </del> 1.0 3	v	A		RIGHT THRU	NORTH  STREET NAME: Amador Valley
RIGHT			3.0 0.0   	0.0			SPLIT PHASE?

	STREET NA	ME: Dough	nerty Rd.	SPL	T PHASE?	N
			4 PHASE SIG	NAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T) LEFT (L)	1073 300	1073 300	4950 3000	0.2168	0.1000
SB	RIGHT (R) THRU (T)	292 2934	123 * 2934	1650 4950	0.0745 0.5927	0.5927
EB	RIGHT (R) LEFT (L)	884 169	584 * 169	3000 1650	0.1947 0.1024	0.1947

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project - Mitigated FILE 133-BO-M THRU LEFT 2117 1316 RIGHT NORTH 0.0 0.0 3.0 2.0 2.0 --- 444 RIGHT LEFT STREET NAME: S.P. R.O.W. 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU THRU 0.0 3.0 1.0 - 100 LEFT SPLIT PHASE? 0 653 66 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

	STREET NA	ME: Dough	nerty Rd.	SPLIT PHASE? N						
-	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	66 653	0 * 653	1720 5160	0.0000 0.1266	0.1266				
SB	THRU (T) LEFT (L)	2117 1316	2117 1316	5160 3127	0.4103 0.4209	0.4209				
WB	RIGHT (R) LEFT (L)	444 100	100 *	3127 1720	0.0000	0.0581				
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:	}		0.61 B				

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project - Mitigated FILE 133-BO-M RIGHT THRU LEFT 0 1096 526 NORTH 0.0 0.0 3.0 2.0 2.0 --- 1453 RIGHT LEFT STREET NAME: S.P. R.O.W. 0.0 (NO. OF LANES) 0.0<---0.0 0.0 3.0 1.0 1.0 -- 100 LEFT SPLIT PHASE? 0 1781 101 LEFT THRU RIGHT

	STREET NA	AME: Dough	herty Rd.	SPL	IT PHASE?	N			
	3 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	101 1781	1781 *	1720 5160	0.0006 0.3452	0.3452			
SB	THRU (T) LEFT (L)	1096 526	1096 526	5160 3127	0.2124 0.1682	0.1682			
WB	RIGHT (R) LEFT (L)	1453 100	1164 * 100	3127 1720	0.3722 0.0581	0.3722			
		LUME-TO-CAPA				0.89			

\* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project - Mitigated F FILE 133-BO-M RIGHT THRU LEFT NORTH 655 -- 2.0 1.0 0.0 2.0 1.0 -- 798 RIGHT STREET NAME: Dublin Extn. THRU 1315 ---> 3.0 (NO. OF LANES) 3.0<--- 2362 THRU 0 — 0.0 0.0 0.0 0.0 0.0 — 0 LEFT SPLIT PHASE? 0 0 0 LEFT THRU RIGHT STREET NAME: S.P. R.O.W.

	5714561 14	8 m. 0.1.	itao.m.	91.5	II LIMWE.		
			3 PHASE SIG	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
SB	RIGHT (R) LEFT (L)	15 612	0 * 612	1720 3127	0.0000 0.1957	0.1957	
EB	THRU (T) LEFT (L)	1315 655	1315 655	5160 3127	0.2548 0.2095	0.2095	
WB	RIGHT (R) THRU (T)	798 2362	461 * 2362	1720 5160	0.2680 0.4578	0.4578	
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.86 D	

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

\* ADJUSTED FOR RIGHT TURN ON RED

	DEGITOR DEVELOP OF DER	TOD PROMISES	10/23/32
INTERSECTION 2291	S.P. R.O.W. and Dub	olin Extn. DUBLIN PEAK HOUR:	
	Buildout With Project	- Mitigated	FILE 133-BO-M
	RIGHT THRU LEFT		^
^		^	NORTH
LEFT 233 2.0	1.0 0.0 2.0 1.0	211 RIGHT	STREET NAME:
THRU 1480> 3.0	(NO. OF LANES) 3.0	> 1384 THRU	Dublin Extn.
RIGHT 0 — 0.0	0.0 0.0 0.0 0.0 (	O LEFT	SPLIT PHASE? N
STREET NAME:	S.P. R.O.W.	SPLIT PHASE? N	

	3 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
SB	RIGHT (R) LEFT (L)	40 1342	0 *	1720 3127	0.0000	0.4292				
EB	THRU (T) LEFT (L)	1480 233	1480 233	5160 3127	0.2868 0.0745	0.0745				
WB	RIGHT (R) THRU (T)	211 1384	0 *	1720 5160	0.0000 0.2682	0.2682				
-		UME-TO-CAP				0.77 C				

\* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBS COUNT DATE/TIME: PEAK HOUR: CONDITION: AM Buildout With Project - Mitigated FILE 133-BO-M RIGHT THRU LEFT 120 1568 590 NORTH 224 -- 1.0 1.0 3.0 2.0 1.0 -- 502 RIGHT LEFT STREET NAME: Dublin Blvd. THRU 1073 ---> 3.0 (NO. OF LANES) 2.0<--- 471 THRU RIGHT 672 -- 2.5 2.0 3.0 1.0 2.0 -- 429 LEFT SPLIT PHASE? 247 681 344 LEFT THRU RIGHT

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL.								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	344 681 247	108 * 681 247	1650 4950 3000	0.0655 0.1376 0.0823	0.0823		
SB	RIGHT (R) THRU (T) LEFT (L)	120 1568 590	0 *. 1568 590	. 1650 4950 3000	0.0000 0.3168 0.1967	0.3168		
ЕВ	RIGHT (R) THRU (T) LEFT (L)	672 1073 224	425 * 1073 224	3000 4950 1650	0.1417 0.2168 0.1358	0.2168		
WB	RIGHT (R) THRU (T) LEFT (L)	502 471 429	178 * 471 429	1650 3300 3000	0.1079 0.1427 0.1430	0.1430		
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.76 C	***	

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN COUNT DATE/TIME: PEAK HOUR: CONDITION: PM Buildout With Project - Mitigated FILE 133-BO-M RIGHT THRU LEFT 73 885 593 NORTH 251 -- 1.0 <-- v --> 1.0 | 779 RIGHT LEFT STREET NAME: Dublin Blvd. THRU 991 ---> 3.0 (NO. OF LANES) 2.0<--- 861 THRU 2.0 3.0 1.0 2.0 -- 1006 LEFT RIGHT 816 -- 2.5

	STREET N	ME: Doug!	nerty Ra.	SPL:	IT PHASE?	N
_			8 PHASE SIC	SNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	404 1045 645	0 * 1045 645	1650 4950 3000	0.0000 0.2111 0.2150	0.2111
SB	RIGHT (R) THRU (T) LEFT (L)	73 885 593	0 * 885 593	1650 4950 3000	0.0000 0.1788 0.1977	0.1977
EB	RIGHT (R) THRU (T) LEFT (L)	816 991 251	171 * 991 251	3000 4950 1650	0.0570 0.2002 0.1521	0.2002
WB	RIGHT (R) THRU (T) LEFT (L)	779 861 1006	453 * 861 1006	1650 3300 3000	0.2745 0.2609 0.3353	0.3353
	TOTAL VOI		CITY RATIO:			0.94

INTERSECTION LEVEL OF SERVICE: \* ADJUSTED FOR RIGHT TURN ON RED

INTERSECTION 2309 COUNT DATE/TIME:		I-580 EB Off PLEASA	
CONDITION : AM	Buildout With Pro	ject - Mitigated	FILE 133-BO-M
	RIGHT THRU LEFT 510 1807 0		î
î		î	NORTH
LEFT 518 - 2.0	1.9 3.0 0.0	0.0 0 RIGHT	STREET NAME:
THRU 0> 0.0	(NO. OF LANES)	0.0< 0 THRU	I-580 EB Off
RIGHT 2033 — 2.0	<0.0 3.0 1.9 <	0.0 - 0 LEFT	SPLIT PHASE?
	0 1157 337 LEFT THRU RIGHT		
STREET NAME:	Hopyard Rd.	SPLIT PHASE? N	

-									
	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	337 1157	337 1157	1800 5400	0.1872 0.2143				
SB	RIGHT (R) THRU (T)	510 1807	510 1807	1800 5400	0.2833 0.3346	0.3346			
EB	RIGHT (R) LEFT (L)	2033 518	1740 *\$ 518	3273 3273	0.5316 0.1583	0,5316			

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

	CTION 2322 ATE/TIME:	Tassajara Rd. and	I-580 WB Off PEAK		NTON
CONDITI		Buildout With Pro	ject - Mitiga	ted:	FILE 133-BO-M
		RIGHT THRU LEFT 1748 1470 0			^
	î	< v>	•		NORTH
LEFT	0.0	1.9 3.0 0.0	2.0 851	RIGHT	STREET NAME:
THRU	0.0	(NO. OF LANES)	0.0< 0	THRU	I-580 WB Off
RIGHT	0.0	0.0 3.0 1.9 (	2.0 800 v	LEFT	SPLIT PHASE?
		LEFT THRU RIGHT			

			THRU RIG	HT		
	STREET NA	ME: Tassa	ajara Rd.	SPL	IT PHASE?	N
			4 PHASE SI	GNAL		
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T)	737 1838	737 1838	1650 4950	0.4467	0.3713
SB	RIGHT (R) THRU (T)	1748 1470	1748 1470	1650 4950	1.0594	**
WB	RIGHT (R) LEFT (L)	851 800	851 \$ 800	3000 3000	0.2837 0.2667	0.2837
		UME-TO-CAPI		•		0.66 B

\*\* APPROACHING OR EXCEEDING CAPACITY INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON COUNT DATE/TIME: PM Buildout With Project - Mitigated FILE FILE 133-BO-M RIGHT THRU LEFT NORTH 419 --- 2.0 1.9 3.0 0.0 0.0 — LEFT 0 RIGHT THRU 0 ---> 0.0 (NO. OF LANES) 0.0<---0 THRU 0.0 3.0 1.9 0.0 0 LEFT SPLIT PHASE? RIGHT 1017 -- 2.0 STREET NAME: Hopyard Rd. SPLIT PHASE? N

	2 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T)	571 3241	571 3241	1800 5400	0.3172	0.6002			
SB	RIGHT (R) THRU (T)	748 1278	748 1278	1800 5400	0.4156 0.2367				
EB	RIGHT (R) LEFT (L)	1017 419	317 *\$ 419	3273 3273	0.0969 0.1280	0.1280			
*****		LUME-TO-CAPA	ACITY RATIO			0.73			

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON COUNT DATE/TIME: PM Buildout With Project - Mitigated FILE FILE 133-BO-M RIGHT THRU LEFT NORTH 1.9 3.0 0.0 2.0 -- 498 RIGHT STREET NAME: I-580 WB Off THRU 0 ---> 0.0 (NO. OF LANES) 0.0<--- 0 THRU 0.0 3.0 1.9 2.0 -- 530 LEFT RIGHT SPLIT PHASE?

	STREET NA	ME: Tassa	ajara Rd.	SPL	IT PHASE?	N	
			4 PHASE SI	GNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T)	866 2601	866 2601	1650 4950	0.5248 0.5255	0.5255	
SB	RIGHT (R) THRU (T)	929 1876	92 <b>9</b> 1876	1650 4950	0.5630 0.3790		
WB	RIGHT (R) LEFT (L)	49 <b>8</b> 530	498 \$ 530	3000 3000	0.1660 0.1767	0.1767	
		UME-TO-CAPA 'ION LEVEL (		9		0.70 B	

\* ADJUSTED FOR RIGHT TURN ON RED \$ SPECIAL ADJUSTMENT APPLIED Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

E ANALYSIS 10/29/92

INTERSECTION 2323 COUNT DATE/TIME:	Santa Rita Rd and	I-580 EB Off	
	Buildout With Pro		d FILE 133-BO-M
LEFT 301 — 2.0	RIGHT THRU LEFT 133 1894 158	^	
THRU 171> 1.0	(NO. OF LANES)	0.0<	THRU I-580 EB Off
RIGHT 1048 — 1.9	0.0 3.0 2.0 (	2.0 70 :	LEFT SPLIT PHASE? Y

-	STREET NA	ME: Santa	a Rita Rd	SPL	IT PHASE?	N				
	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	451 1221	413 * 1221	3000 4950	0.1377 0.2467					
SB	RIGHT (R) THRU (T) LEFT (L)	133 1894 158	133 1894 158	1650 3300 3000	0.0806 0.5739 0.0527	0.5739				
ЕВ	RIGHT (R) THRU (T) LEFT (L)	1048 171 301	1048 171 301	1650 1650 3000	0.6352 0.1036 0.1003	0.1036				
WB	RIGHT (R) LEFT (L)	454 70	367 * 70	3000 3000	0.1223	0.1223				
	TOTAL VOI	0.80 C								

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN

COUNT	DATE	/TTMF			1 1000	and	Dubilin	PEAK F	OLIB .	
CONDIT		11111		Build	out Wi	th Pro	ject - M			FILE 133-BO-M
LEFT	100	î	1.0	<	THRU 1233   	LEFT 361	1.1	66	RIGHT	NORTH
THRU	1008	>	3.0	(NO.	OF LA	NES)	3.1<	1685	THRU	STREET NAME: Dublin Extn.
RIGHT	631		1.0	2.0 <	3.0    -  -  -	2.0	2.0	712	LEFT	SPLIT PHASE?

	LEFT THRU RIGHT									
	STREET NAME: Fallon Rd. SPLIT PHASE? N									
25.00			8 PHASE SIG	SNAL						
-	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	462 786 584	70 * 786 584	3000 4950 3000	0.0233 0.1588 0.1947	0.1947				
SB	RIGHT (R) THRU (T) LEFT (L)	344 1233 361	244 * 1233 361	1650 4950 3000	0.1479 0.2491 0.1203	0.2491				
EB	RIGHT (R) THRU (T) LEFT (L)	631 1008 100	310 * 1008 100	1650 4950 1650	0.1879 0.2036 0.0606	0.2036				
WB	RIGHT (R) THRU (T) LEFT (L) T + R	66 1685 712	66 1685 712 1751	1650 4950 3000 4950	0.0400 0.3404 0.2373 0.3537	0.2373				

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

\* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

0 2407 925 LEFT THRU RIGHT STREET NAME: Santa Rita Rd SPLIT PHASE? N

	6 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T)	925 2407	880 * 2407	3000 4950	0.2933 0.4863	0.4863				
SB	RIGHT (R) THRU (T) LEFT (L)	633 1380 327	633 1380 327	1650 3300 3000	0.3836 0.4182 0.1090	0.1090				
EB	RIGHT (R) THRU (T) LEFT (L)	1058 370 625	1058 370 625	1650 1650 3000	0.6412 0.2242 0.2083	0.2242				
WB	RIGHT (R) LEFT (L)	257 82	77 * 82	3000 3000	0.0257 0.0273	0.0273				
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.85 INTERSECTION LEVEL OF SERVICE: D									

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

563 1276 833 LEFT THRU RIGHT

STREET NAME: Fallon Rd. SPLIT PHASE? N

	8 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	833 1276 563	600 * 1276 563	3000 4950 3000	0.2000 0.2578 0.1877	0.2578			
SB	RIGHT (R) THRU (T) LEFT (L)	100 531 165	0 * 531 165	1650 4950 3000	0.0000 0.1073 0.0550	ó.0550			
EB	RIGHT (R) THRU (T) LEFT (L)	726 2099 232	416 * 2099 232	1650 4950 1650	0.2521 0.4240 0.1406	0.4240			
WB	RIGHT (R) THRU (T) LEFT (L) T + R	288 702 <b>424</b>	288 702 424 990	1650 4950 3000 4950	0.1745 0.1418 0.1413 0.2000	0.1413			
	TOTAL VOLUME-TO-CAPACITY RATIO: 0.88 INTERSECTION LEVEL OF SERVICE: 0								

ADJUSTED FOR RIGHT TURN ON RED

-	or Direction of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the C								
-	8 PHASE SIGNAL								
ORIGINAL ADJUSTED V/C CRITICAL MOVEMENT VOLUME VOLUME* CAPACITY RATIO V/C									
NB	RIGHT (R) THRU (T) LEFT (L)	909 966 422	68 * 966 422	3000 4950 3000	0.0227 0.1952 0.1407	0.1407			
SB	RIGHT (R) THRU (T) LEFT (L)	722 1940 325	502 * 1940 325	3000 6600 3000	0.1673 0.2939 0.1083	0.2939			
EB	RIGHT (R) THRU (T) LEFT (L)	187 1128 400	0 * 1128 400	3000 6600 3000	0.0000 0.1709 0.1333	0.1709			
WB	RIGHT (R) THRU (T) LEFT (L)	42 1708 841	0 * 1708 841	1650 6600 3000	0.0000 0.2588 0.2803	0.2803			
	TOTAL VOI	UME-TO-CAPA	ACITY RATIO: OF SERVICE:			0.89 D			

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

	STREET NA	ME: Haci	enda Dr.	SPL	IT PHASE?	N				
	8 PHASE SIGNAL									
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C				
NB	RIGHT (R) THRU (T) LEFT (L)	1309 137 1133	1309 137 1133	1650 3300 3000	0.7933 0.0415 0.3777	0.3777				
SB	RIGHT (R) THRU (T) LEFT (L)	168 250 185	84 * 250 185	1650 3300 1650	0.0509 0.0758 0.1121	0.0758				
EB	RIGHT (R) THRU (T) LEFT (L)	450 1239 84	1239 84	3000 4950 1650	0.0000 0.2503 0.0509	0.2503				
WB	RIGHT (R) THRU (T) LEFT (L)	121 1769 830	0 * 1769 830	1650 6600 3000	0.0000 0.2680 0.2767	0.2767				
		UME-TO-CAPA	ACITY RATIO			0,98 E				

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

COUNT DATE/TIME:		Dublin Extn. DUBLIN PEAK HOUR:	
CONDITION : PM	Buildout With Pro	ject - Mitigated	FILE 133-BO-M
	RIGHT THRU LEFT 651 759 199		^
^		^	NORTH
LEFT 966 2.0	2.0 4.0 2.0	1.0 125 RIGHT	STREET NAME:
THRU 2001> 4.0	(NO. OF LANES)	4.0< 1129 THRU	Dublin Extn.
RIGHT 678 — 2.5	2.0 3.0 2.5 <	2.0 1087 LEFT	SPLIT PHASE?
CORDER MAN	m . 1 m 1		

	STREET NA	ME: Tass	ajara Rd.	SPL	IT PHASE?	N		
8 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C		
NB	RIGHT (R) THRU (T) LEFT (L)	914 1362 606	0 * 1362 606	3000 4950 3000	0.0000 0.2752 0.2020	0.2752		
SB	RIGHT (R) THRU (T) LEFT (L)	651 759 199	120 * 759 199	3000 6600 3000	0.0400 0.1150 0.0663	0.0663		
EB	RIGHT (R) THRU (T) LEFT (L)	678 2001 966	72 * 2001 966	3000 6600 3000	0.0240 0.3032 0.3220	0.3032		
WB	RIGHT (R) THRU (T) LEFT (L)	125 1129 1087	16 * 1129 1087	1650 6600 3000	0.0097 0.1711 0.3623	, 0.3623		
		UME-TO-CAPA	ACITY RATIO: OF SERVICE:			1.01 F		

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTE	RSECTION LEVEL OF	SERVICE ANALYSIS	10/29/92
INTERSECTION 2385 COUNT DATE/TIME:	Hacienda Dr. and	Dublin Extn. DUBLIN PEAK HOUR:	
	Buildout With Pro	ject - Mitigated	FILE 133-BO-M
	RIGHT THRU LEFT 121 177 143		^
1	<>	<u>^</u>	NORTH
LEFT 184 1.0	1.0 2.0 1.0	1.0 240 RIGHT	ampana
THRU 1755> 3.0	(NO. OF LANES)	4.0< 1589 THRU	STREET NAME: Dublin Extn.
RIGHT 1127 - 2.5	2.0 2.0 1.9	2.0 — 1325 LEFT v	SPLIT PHASE?
	839 181 1756 LEFT THRU RIGHT		
STREET NAME .	Hacienda Dr	CDITT DUACED N	

-	STREET NA	ME: Hacie	enda Dr.	SPL	IT PHASE?	N			
200	8 PHASE SIGNAL								
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C			
NB	RIGHT (R) THRU (T) LEFT (L)	1756 181 839	1756 181 839	1650 3300 3000	1.0642 0.0548 0.2797	0.2797			
SB	RIGHT (R) THRU (T) LEFT (L)	121 177 143	0 * 177 143	1650 3300 1650	0.0000 0.0536 0.0867	0.0536			
EB	RIGHT (R) THRU (T) LEFT (L)	1127 1755 184	288 * 1755 184	3000 4950 1650	0.0960 0.3545 0.1115	0.3545			
WB	RIGHT (R) THRU (T) LEFT (L)	240 1589 1325	97 * 1589 1325	1650 6600 3000	0.0588 0.2408 0.4417	0.4417			
	TOTAL VOLUME-TO-CAPACITY RATIO: 1. INTERSECTION LEVEL OF SERVICE: 1.								

NORTH 37 - 1.0 < - v 1.0 1.0 1.0 1.0 416 RIGHT LEFT STREET NAME: Fallon Extn. THRU 121 ---> 1.0 (NO. OF LANES) 1.0<--- 363 THRU RIGHT 271 — 2.0 2.0 2.0 2.0 2.0 — 519 LEFT SPLIT PHASE?

	473 1618 602 LEFT THRU RIGHT	
STREET NAME:	Tassajara Rd.	SPLIT PHASE? N

			8 PHASE SIG	SNAL			
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB	RIGHT (R) THRU (T) LEFT (L)	602 1618 473	317 * 1618 473	3000 3300 3000	0.1057 0.4903 0.1577	0.4903	
SB	RIGHT (R) THRU (T) LEFT (L) T + R	52 736 101	52 736 101 788	1650 4950 1650 4950	0.0315 0.1487 0.0612 0.1592	0.0612	
EB	RIGHT (R) THRU (T) LEFT (L)	271 121 37	11 * 121 37	3000 1650 1650	0.0037 0.0733 0.0224	0.0733	
WB	RIGHT (R) THRU (T) LEFT (L)	416 363 519	315 * 363 519	1650 1650 3000	0.1909 0.2200 0.1730	0.1730	

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

TOTAL VOLUME-TO-CAPACITY RATIO: INTERSECTION LEVEL OF SERVICE:

	ECTION 25 DATE/TIME	2:					EAK H	OUR:	FILE 133-BO-M
CONDIT	ION	: AM	RIGHT	THRU 2154	LEFT	ject - Mi	tigat	ea	^ ^
	î		-			1.0	52	2.500	NORTH
THRU						1.0<			STREET NAME: Fallon Extn.
RIGHT	493 — '	2.0	2.0 <	280	2.0   	2.0 V	603	LEFT	SPLIT PHASE?

	STREET NA	ME: Tass	ajara Rd.	SPL	IT PHASE?	N
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R) THRU (T) LEFT (L)	408 280 102	76 * 280 102	3000 3300 3000	0.0253 0.0848 0.0340	0.0340
SB	RIGHT (R) THRU (T) LEFT (L) T + R	2154 357	41 2154 357 2195	1650 4950 1650 4950	0.0248 0.4352 0.2164 0.4434	0.4434
EB	RIGHT (R) THRU (T) LEFT (L)	493 350 57	437 * 350 57	3000 1650 1650	0.1457 0.2121 0.0345	0.2121
WB	RIGHT (R) THRU (T) LEFT (L)	53 68 603	0 * 68 603	1650 1650 3000	0.0000 0.0412 0.2010	0.2010
			ACITY RATIO: OF SERVICE:			0.89 D

<sup>\*</sup> ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

